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AHEAD OF THE MAIL

(SUPPLEMENTARY WIRE FROM INDIAN
PAPER)

BIRTH-CONTROL MEETING.

LONDON, March 4th.
The Mayor of Oxford, after a consultation
with the Vice-Chancellor, banned a
birth-control meeting in the Town Hall.
The meeting was subsequently held at
Ruskin College, and was addressed by Dr.
Marie Stopes. Undergraduates assembled, but
the Mayor of the University and the
police forbade their attendance at the
meeting. Nevertheless a large number
succeeded in obtaining admission.

ACCELERATING OCEAN MAILS.

LEAVELAND, OXFORD, March 6th.
According to the Daily Chronicle's
aeronautical correspondent, a great scheme
to accelerate the ocean mail by one of their
development plans is to be considered by
a new Corporation which with a capital of
a million sterling proposes to extend British
airway enterprise. The essential feature
of the scheme is the use of the recently
improved type of flying craft known as
the shipplane. This has folding wings
and can be stowed away in a very small
space aboard ship. It is proposed that
when the mail carrying steamer arrives at
New York the shipplane shall wait behind
for late and urgent letters. With these it
can catch up the steamer when the latter
is hundreds of miles outward bound. When
the vessel is still hundreds of miles from
the English coast the plane will take a
flight again and bear letters in advance to
Plymouth. Here an aeroplane will be waiting
to rush letters to London.

WIRELESS DEVELOPMENT.

LONDON, March 6th.
"Our aim is to enable people to enter
one of our telegraph offices and send wire-
less telegrams anywhere in the world,"
stated Mr. Godfrey Isaacs in elaborating
yesterday's statement to a representative
of the Daily Mail. He declared that the
plans included cheaper rates, an expendi-
ture of between £5,000,000 and £6,000,000,
the erection of five high-power stations
near London communicating with the
Dominions, the erection of principal trans-
mitting stations in South Africa, India,
Australia and three in Canada, with a
number of smaller receiving stations in
each Dominion. The smaller Colonies
such as the West Indies will be linked up
with the nearest large station.

TELEPHONE OPERATOR AND SECRETS.

LONDON, March 7th.
Trap messages between stations report-
ing of a trunk telephone operator of the
General Post Office, who was charged
with divulging the conversations of two
newspapers, neither of which after its
own inquiries used the information. The
operator, who admitted the charges, was
committed for trial.

REDUCTION OF INCOME TAX.

LEAVELAND, March 4th.
The newspapers are devoting considerable
attention to the prospect that the finances
of the year now closing will show a con-
siderable surplus and are expressing the
hope that the Budget for the new year will
therefore show some relaxation of the heavy
burden of taxation. The weight of this
burden is constantly emphasised, more
especially in comparison with the taxa-
tion of other countries. The Daily Tele-
graph to-day points out that central and
local demands on the average man and
woman are three times as heavy here as
in France or the United States while
Germany, of course, escapes very lightly.
It emphasises that in the current financial
year it is estimated that £329 millions will
be paid in income-tax, which is a rate of
approximately £146 per head of the
population paying this tax.

SCHEME FOR SPECIAL MOTOR ROADS.

LEAVELAND, March 4th.
The development of commercial motoring
has reached a stage when those interested con-
sider that the ordinary roads are antiquated.
The only solution, they say, is to have their
own roads like the railways. Financiers
have accordingly approached the Minis-
try of Transport with plans to build a
high speed motor-way from London to
Birmingham, fifty feet wide, having no
gradient over 1 in 40; no curve is to
be under a quarter mile radius and there
is to be no speed limit. Any number of
travellers is permitted. The total cost of
miles of roadway, bridges, buildings,
and land purchase is estimated at £6,500,000.
The promoters believe that transport char-
ges would be reduced by 25 to 30 per cent.
tax on tonnage. To make the venture pro-
fitable, only motor vehicles should be
allowed on the road, and pedestrians would
be particularly barred. Passenger vehicles
will be welcomed, for which a schedule
speed from 20 to 50 miles will be quite
feasible. The scheme is merely a begin-
ning and it would be extended later to
Manchester and Liverpool.

"POSTER BALLOT" A LOTTERY.

LONDON, March 6th.
The Bow Street magistrate decided that
the great "poster ballot" competition is
a lottery and fined the promoters, Joseph
Werners fifty guineas. Notice of appeal
has been given.

[Joseph Werners, Ltd., lithographers,
were summoned in connection with the
Poster Ballot competition, in
which a prize of £3,000 is offered.
Tickets at 2s. 6d. each have been freely
sold. Mr. Muskett, on behalf of the
Commissioner of Police, suggested that
the case might lead to a clear pronoun-
cement from a higher court with regard to
the legitimacy or otherwise of existing
poster competitions. Counsel for the de-
fence argued that an appeal to the public
to pronounce on the merits of posters was
a valuable guide to the value of advertise-
ments, and therefore demanded skill, far-
sightedness and knowledge.]

(Continued on page 2.)



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RED WITH ECZEMA

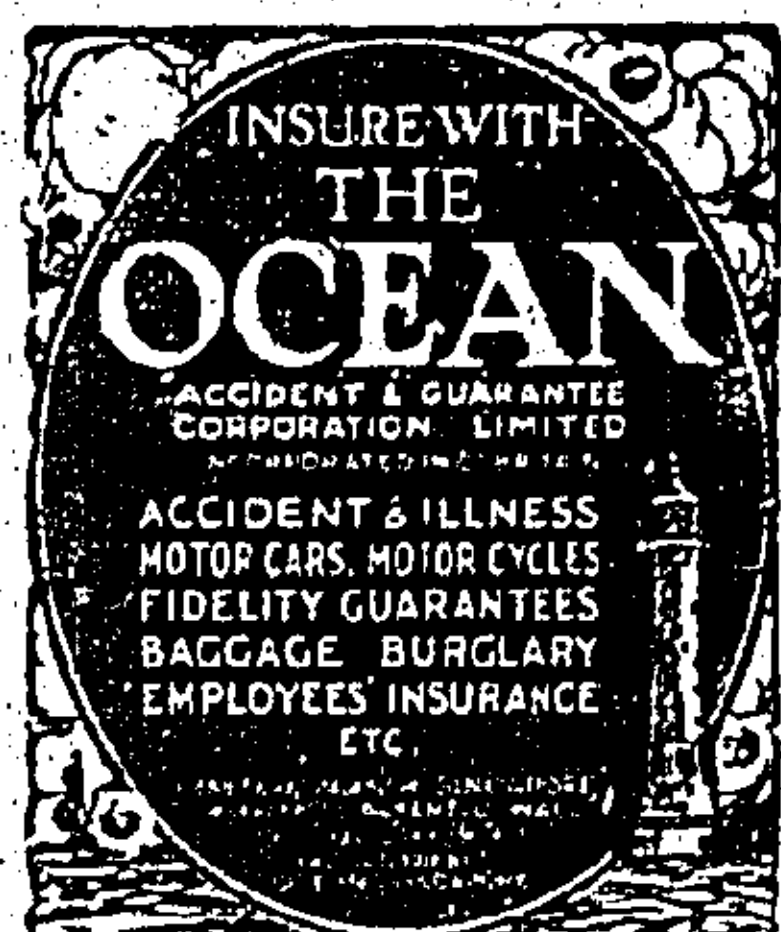
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It spread up my arms to the elbows,
causing terrible itching and burning
and much inconvenience and inter-
ference with my work. The irritation
caused me many restless nights."

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years. I tried different remedies but
obtained little or no relief, until I
tried Cuticura Soap and Ointment
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Soap to cleanse, Ointment to heal.

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AHEAD OF THE MAIL.

(Continued from page 2.)

DEPUTATIONS RECEIVED BY THE KING.

LONDON, March 5th.
H. M. the King received a number of de-
putations at Buckingham Palace presenting
addresses of congratulation on the forth-
coming marriage of the Duke of York and
the birth of a grandson. The deputations
included the Corporation of London and
the Conventions of Canterbury and York,
headed respectively by the Lord Mayor
and the Archbishop, and also the
University and the Dissenting Churches.
The gathering was most impressive,
the Corporation deputies appearing in
ceremonial municipal robes, and the
ecclesiastics in canonicals. The King, in
separate replies, expressed his anxiety at
the difficulties on the Continent and in Ire-
land, and also at the state of unemploy-
ment in Great Britain. He trusted there
would be a generous response to the appeal
on behalf of the Near East refugees.

A SCENE IN THE HOUSE.

LONDON, March 6th.
A question by Mr. Lansbury in regard
to pensions for ex-Cabinet Ministers
occasioned an incident in the House of
Commons. Captain King, replying, said
that four ex-Ministers were receiving
pensions, but that the recipients under-
took to surrender their pensions in the
event of their financial position improving.
Mr. Lansbury asked who were the
gentlemen drawing this unemployment
pay—(Laughter)—and pointed out that one
of them had stated in the Press that his
winnings on horse-racing were
£80,000 per year. He declared that one
of the last recipients, namely, Lord
Balfour of Burleigh, had died extremely
wealthy, and suggested that the pensions
should be reviewed similarly to Old Age
Pensions. (Cries of "Order" and "Labour
cheers and cries of "Why Not?")

Mr. David Kirkwood said: "It's because
they are of your own class."

Sir Henry Craik declared that Mr.
Lansbury's reference to Lord Balfour was
absolutely untrue.

Mr. Lansbury, amid loud cries of "Order,"
tried to address the House and shouted at
the Ministerial benches for several minutes
before quiet was restored.

Mr. Kirkwood then raised a laugh by
pointing to Sir Henry Craik and shouting
"He's the naughty boy."

REQUESTS FOR OXFORD UNDER-GRADUATES.

LONDON, March 6th.
After various requests in his will to the
amount of £21,000, Mr. John Williden
Oddie has left the residue of his property
to Corpus Christi College, Oxford, with
directions that the income derived from
the bequest be expended on grants to
undergraduates in need of pecuniary
assistance. Provision has also been made
for a number of classical scholarships of
£100 per annum for duly qualified im-
pecunious candidates.

GROTESQUE CAMBRIDGE RAG.

LONDON, March 7th.
In an elaborate rag Cambridge under-
graduates enacted a play on the events at
Luxor with the opening of "Toot-an-
Comin's" tomb in the market square.
There were native police, infantry, and
high dignitaries, and finally Cleopatra.
Mr. Howard Carter, and Lord Carnarvon
arrived. A special feature was a party
of American journalists and a conspicuous
role was the original Ford chassis. The
autumn proved to be a well-known wooden
Highlander abducted from a London
shopfront.

QUEEN ALEXANDRA.

LONDON, March 7th.
The sixtieth anniversary of the landing
of Queen Alexandra in England was
celebrated to-day when there were affec-
tionate and copiously illustrated tributes
in the newspapers. A message was broad-
cast to the public at night, stating that
Queen Alexandra was spending the day
quietly in the country. She received
numerous messages of congratulation
from all parts of the British Empire.

DEFENCE OF INDIA'S FRONTIERS.

LONDON, March 8th.
In the course of a leader *The Times*
says that the argument in favour of
the Waristia scheme is strong, but
the location of posts within Waziristan
does not seriously prevent the raiding of
the lines of communication. Security is
largely dependent upon the loyalty of the
Khanzadars, and it will be unfair to ask
too much from Scouts or from British
officers. The roads are also very vulnerable
and in the event of an enemy's
invasion it might again be impossible for
troops to support advanced militia posts,
and the Government might again be confronted
with tragedies such as the withdrawal
from Wana during the last Afghan War.

The Times emphasises that there is no
panacea for the North-West Frontier and
suggests that the present decision cannot
be final. "By all means," says the paper,
"employ Khanzadars in large numbers
within tribal territory, but do not mix them
with militia, and do not render the task
more difficult, if not impossible, by the
constant irritant of advanced posts. In
any notable counter-raid, such as that by
the Kohat Frontier Constabulary, there is
a more salutary effect than in ponderous
ineffective military operations on crum-
bling roads. There is no really satisfactory
measure between the old closed Border
policy and a full forward policy, but
neither being practical policies, it can only
be hoped that the present compromise will
prove effective."

COLONEL'S SUICIDE.

LONDON, March 12th.
A verdict of suicide whilst of unsound
mind was passed at an inquest at Rowland
Castle, Hampshire, on Colonel Edward
George Curtis, formerly Secretary of the
Army Football Association. His body
was found mutilated on the railway line
and evidence showed that he suffered from
the effect of serving his country during
the great war.

THE RUSSELL DIVORCE CASE.

LONDON, March 8th.
Lord Almythill, giving evidence in the
Russell Divorce Case, said that he and
his son had raised money in this case on
their life interest in the family property
and on their life insurance. "Ultimately,
it will come from my son's pocket and
meanwhile it practically means ruin to me."

LONDON, March 7th.
Giving evidence to-day, Mrs. Russell
denied that she had ever committed
adultery, and also denied the state-
ments in regard to her association with
Mayer. She said that there has never been
the least familiarity between them. She
admitted that she took the marital vow
with reservations, because she told the
clergyman that she refused to say that she
would obey any man and that if he made
her say it she would say it not meaning
it. She declared that at one time she
thought that "one had babies if one kissed
a young man."

INCREASE OF NEW DISEASE.

LONDON, March 7th.
Sleepy Sickness (otherwise encephalitis
lethargica) has broken out in Glasgow in an
aggravated form, the victims being of all ages.
There have been several deaths, and a
few cases of one or two weeks. The cases are not
readily recognised, as the drowsiness which
is usual in the early stages of the disease
is often absent. It is noteworthy in this
connection that the report of the Health
Section of the League of Nations says that
cases of the disease have not yet
been reported in a sufficient number to
justify the word "epidemic," but
rather frequent occurrence worthy of
note. Its recrudescence was first ap-
parent in Scandinavia last November,
and since then there has been a steady
rise in the number of cases in Great
Britain, while there has also been an in-
crease in Belgium, Switzerland and Greece,
the returns from the rest of Europe being
small.

LONELIEST MAN ON EARTH.

LONDON, March 7th.
The inquest has been held at Westminster
on Henry Frederick House, a retired Indian
Civilian, who died suddenly at Charing
Cross Hotel, where he had been staying at
irregular intervals for years. He arrived at
the Hotel on Saturday in a taxicab,
alighted, groaned and fell against the door-
keeper. He was taken to hospital and found
to have died from heart disease.

Mr. Mac Swiney, Executive Officer of
the High Commissioner for India, said
that Mr. House had been an Opium
Agent at Benares and had retired from
the Civil Service in 1913 on an annuity
of £1,000 a year, having in addition a
private income of over £1,000 a year.
He added that he knew that Mr. House
had no fixed home and was unmarried.

The Coroner's Officer said that Mr.
House had lived on twelve shillings a day.
The Coroner said that Mr. House was
possibly one of the loneliest men on earth
and it was incredible that he had no
relatives. £2,000 a year was going begg-
ing because they were unable to find
the next of kin, but there would doubtless soon
be many claimants.

A verdict was returned of death from
natural causes.

LONDON, March 6th.
The Evening Standard understands that
the will of Henry House bequeaths the
whole of his estate to his sister, Mrs.
Russell, of Manchester, who declared that
Mr. House had been constantly com-
municating with her, and last wrote eight
weeks ago. He had a number of friends
in London, and the stories of his loneliness
were due to the hotel people not pos-
sessing the address of any relative.

END OF TRAFFIC IN HONOURS.

LONDON, March 8th.
In the House of Lords, Lord Curzon
announced that the Government intend to
introduce legislation giving effect to the
Honours Commission's Report which will
tend to ensure a greater degree of
circumspection by the Patronage Secretaries
and Party Managers and finally eliminate
the purely money aspect of the awards.
In the course of the debate Lord Haldane
exploded the myth that the Sovereign is a
mere automaton and declared that on the
contrary His Majesty by no means
automatically approved all the Ministers
told him. He not only had the right to
ask for the most minute explanation, but
often criticised in most effective fashion.

ENDOWING WOMEN'S COLLEGES.

LONDON, March 8th.
The Lord Mayor presided at a meeting
at the Mansion House to consider the
means of raising £185,000 to endow the
four women's colleges at Oxford. Dean
Inge in the course of an address, sug-
gested that the University Degree for
women constituted an effectual bar to
marriage, and stated that out of 12,607
women students who had passed out of
Oxford, only 687 had married. Professor
Gilbert Murray described the remunera-
tion of the women's staff as deplorable
and declared that the male staff at Oxford
lived in ease and comfort compared with the
women.

THE DRIFT ACROSS THE POLE.

LONDON, March 8th.
Christiania.—Owing to the sun's rays, radio
communication with Captain Amundsen's
ship the *Maud* has become more difficult
and reports are now less regular. The *Maud*
reported on March 6th bright weather and
a temperature of 26 degrees centigrade be-
low freezing point. Her position was then 74
North and 170/30 East, showing a drift since
the 14th of December of 60 kilometres
North and 64 degrees West, which is much
slower and in a more Northerly direction
than in Autumn, closely approximating to
the drift of 1893.

Captain Amundsen in a letter from
Honn, dated December 18th, reported his
arrival from Wainwright after journeying
19 days, during which he covered 40 miles
daily partly by dog team. He and his
party have already gone to Honn to
ascertain the position of the *Maud*, and
also to regulate their watches and condi-
tion the expedition for Wainwright,
where they are proceeding this month.
The weather is excellent and Captain
Amundsen expects to start his drift fur-
ther to the north in the near future. His
accompanying dogs are well with a skin.

WORLD THEATRE

MONDAY, 2nd, & TUESDAY, 3rd April,
at 5.15 P.M. and 9.15 P.M.

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A Rich Vein of Wholesome Comedy providing a
Laugh for Every Thrill.

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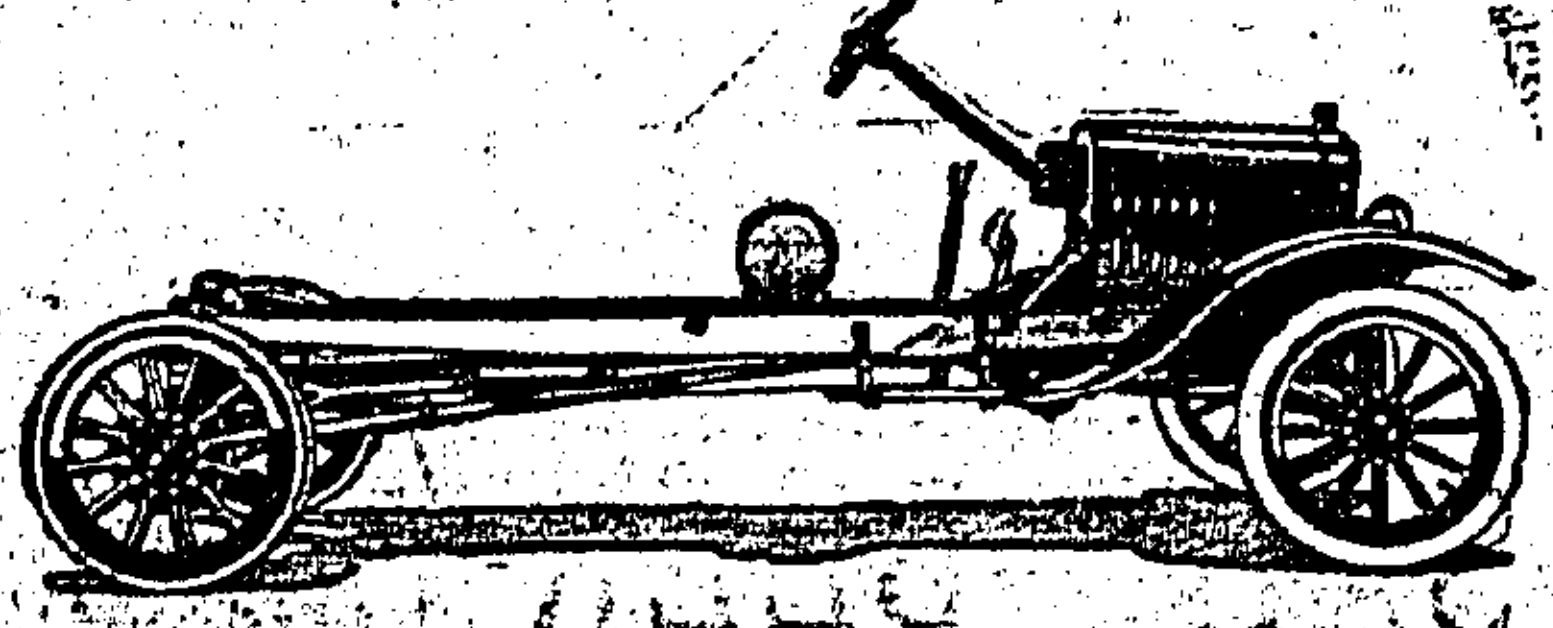
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SHIPPING LOSSES IN THE SWATOW TYPHOON.

SUGGESTED IMPROVEMENT IN THE TYPHOON WARNING SERVICE.

DISCUSSIONS BETWEEN THE CHAMBER OF COMMERCE AND THE OBSERVATORY.

Important documents with reference to typhoon signals and the system of conveying them to shipping both locally and at sea are contained in the Annual Report of the Hongkong General Chamber of Commerce just issued to the Press. AN INQUIRY INTO SHIPPING LOSSES IN SWATOW TYPHOON.

After the Swatow typhoon of August 2nd-3rd, 1922, Mr. R. Sutherland sent to the Chamber an exhaustive report which, he explains, emanated from an inquiry into the loss of the Indo-China S.N. Co.'s s.s. *Choyang*. He calls attention to the fact that, on the 1st August (at a time when it afterwards appeared that Siceawei Observatory was signalling a N.W. direction of the typhoon), Hongkong Observatory was signalling that the typhoon was "moving North." Position: In the Balingtaw Channel, almost immediately North of Luzon. Mr. Sutherland's report proceeds:

"Captain Walker considered, and rightly so, that the position and direction of the typhoon as given, justified him in leaving the Port; he therefore proceeded on his voyage at 7 p.m. (August 1st).

At noon on the following day, it became apparent a typhoon was in close proximity. The ship was turned round with a view of making Swatow for shelter, but was unable to cross the Bar owing to depth of water, and as an alternative was obliged to anchor in Clipper Roads, about 14 miles N. of Swatow. In this anchorage she endeavoured to ride out the typhoon, which passed over her that night, with the unfortunate result that she was driven ashore on Fort Island, and became a total loss. In passing I would say that it was only owing to some freak of the storm that the vessel drifted into the sheltered position she now lies, and it is somewhat miraculous that she did not strike the weather side of the island, which would undoubtedly have accounted for her breaking up, with, we fear, heavy loss of life.

Obviously it becomes necessary to ascertain how a vessel, leaving harbour on signals which gave her a clear course, came to be some 34 hours afterwards, in the vortex of a storm of exceptional violence."

The report continues:—"Siceawei, notwithstanding the disadvantage of being some 600 miles further away from the centre of the disturbance, were able to state the position and direction accurately. Captain Walker in response to an enquiry as to whether he would have left port had he been aware of the Siceawei reading said 'Decidedly not.'"

"The point immediately apparent is whether Siceawei and Hongkong are in sufficiently direct touch, with each other, especially at times when typhoons are in our vicinity, and it will be seen that this question has a most important bearing on the loss of the *Choyang*, in as much as if the Observatory here were aware of Siceawei's finding of position and direction, they would surely have erred on the safe side by hoisting a qualified signal to the effect that the typhoon might be moving or might recurve in a North-westerly direction, instead of definitely giving a Northerly direction. This would have been quite sufficient to prevent the *Choyang* and other vessels bound North leaving the Port."

Discussing the loss of the B.I. s.s. *Gondia* in the same typhoon, Mr. Sutherland comments on the fact that the message indicating that the typhoon was "moving N." was received by the Commander of the *Gondia* at each even hour from 4.40 p.m. until midnight and he did not receive any further information until the 10.50 a.m. warning of the 2nd August, which intimated the change of direction to N.W. "From 4 o'clock one evening until 10.50 a.m. the next day," writes Mr. Sutherland, "the *Gondia* and the typhoon were travelling on converging courses, whereas the Master's wireless indications were that the typhoon was travelling North, i.e. on a parallel track, (ahead) at a safe distance."

Amongst other questions which Mr. Sutherland puts, arising out of these facts, are:

"If the Hongkong evening signal of the 1st August had also indicated Siceawei's position of the typhoon would the Master of the *Gondia* have continued on his course?"

"If the changed direction of the typhoon had been witnessed by general signal between 4 p.m. on the 1st and 10.50 a.m. on the 2nd (18 hours) is it not reasonable to suppose that the Master of the *Gondia* would have slowed down and let the storm pass ahead of him?"

"If Hongkong knew as soon as the typhoon recurved why was the change of direction not signalled at once?"

"When typhoons are in the vicinity, are readings from other stations more or less continuous, or does Hongkong only receive them at routine times such as when no actual danger threatens?"

In concluding his report, Mr. Sutherland urges that opportunity be taken of again suggesting the erection of an observing and wireless station on the Pratras Shoal.

CHAMBER'S REPRESENTATIONS TO THE GOVERNMENT.

The report was considered by Committees of the Chamber and the volume contains an account of a long discussion on the subject. The decisions reached were embodied in a letter to the Government (dated 23rd October, 1922) of which the following are the salient paragraphs:

"The General Committee believes that an examination of these documents will convince the Government of the need for enquiry into the system by which weather reports are collected and exchanged. It would urge the Government, in view of the importance of this matter to British shipping, to go into the question most thoroughly, collating information from all the Observatories in these seas and endeavouring (through the usual channels, of course) to secure united action by all the Powers concerned so that all the resources of modern science and every means humanly possible be adopted to improve the system of locating the track of typhoons. To assume the leadership in such an undertaking, it is submitted, is at once the right and the duty of a British Colonial Government in the Far East."

"The Committee apprehends that, to complete the programme of investigation and organisation it has in mind will be the work of two or three years, but it feels that no time or expense would be wasted in view of the enormous saving to commerce that will be effected by having more precise information about typhoons. Meanwhile, the Committee would suggest, as a step of immediate practicality, that arrangements be made to broadcast Siceawei warnings at the same time as Hongkong warnings."

"In the opinion of experienced navigators, the establishment of an observing and wireless station on the Pratras Shoal is essential to an adequate system of weather reports, as this Shoal is 'right in the track of most of the typhoons entering the China Sea. The position of the Pratras Shoal is such that an observing station there would give this Colony an infallible warning of the approach of a typhoon, thus safeguarding lives and property in these and neighbouring waters."

"Summarising the submissions contained in this letter, the General Committee asks:—

1. That a Committee of Enquiry be appointed to investigate the present system of compiling weather reports, with special reference to the circumstances surrounding the Observatory Warnings at the period of the Swatow typhoon of August 2nd and 3rd, 1922.

2. That Siceawei Warnings be broadcast at the same time as Hongkong Warnings.

3. That immediate steps be taken, through the proper channels, to establish an observing and wireless station on the Pratras Shoal."

The Colonial Secretary replied, under date, November 2nd, that "the suggestions made will receive this Government's careful consideration and they will be laid before the Governor on this return."

COMMENTS BY THE DIRECTOR OF THE OBSERVATORY.

The volume also contains comments by the Director of the Observatory, Mr. T. F. Claxton, on Mr. Sutherland's report, dated November 13th. In the course of this document, Mr. Claxton says:—

"The issue of more than two signals on the same day with the existing code would cause confusion, but might be resorted to in exceptional circumstances; if, for instance, wireless observations from ships indicated that the existing signal should be changed. It might be possible, with the concurrence of co-operating Observatories, to add a symbol to the time signals of the code which would obviate the confusion referred to above."

I hesitate to criticise this code. It was adopted at Hongkong on the recommendation of the Chamber of Commerce."

Mr. Claxton adds that, in addition to the 6 a.m. and 2 p.m. and 2 p.m. observations, extra observations are obtained during typhoon weather, from Swatow ("supposed to be routine but seldom received"), Manila (from Aparri and other stations), Formosa, Sharp Peak, Amoy, Philinen, Canton, Macao. Mr. Claxton continues:—

"No storm warnings are received from Shanghai by this Observatory. After 11 a.m. and 5 p.m. Shanghai broadcasts warnings which might perhaps be picked up by Cape d'Aguilar. But I cannot endorse Mr. Sutherland's suggestion that this Observatory should wait for them and incorporate them in our signals."

"The fact that the direction 'North' was broadcast every two hours from 4.40 p.m. until midnight on August 1st, did not mean that the typhoon was travelling north until midnight, but that during the interval between 8 a.m. and 2 p.m. (the routine hours of observations at the various ports) the estimated direction of motion was north."

As to the reports of the Observatories on the direction of the typhoon, Mr. Claxton says, "As a matter of fact we were all wrong. At no time was the centre approaching S. Formosa." He continues:—

"It was the steady N.E. gale at S. Formosa, accompanied by a rapid fall of the barometer, while the pressure at Hongkong had become nearly stationary and the fact that the mountains of N. Luzon are apt to deflect a typhoon to the north, which led us to accept the northerly track given by the estimated positions at 8 a.m. and 2 p.m. on the 1st. As the former was too far west and the latter was too far east, the direction was wrong. Had both been too far east or both too far west the direction given at 2 p.m. would have been correct."

"This is an illustration of the actual disadvantage of issuing storm warnings at too frequent intervals; the shorter the interval the greater the probability of error in the direction signal. A given error in the estimated position will cause a greater error in the estimated direction of motion for short intervals than for long ones."

(Continued at foot of next column.)

THE MUI TSAI ORDINANCE.

COMMENT BY RELIGIOUS PRESS.

The *Church Times* of February 16th has the following editorial note:—

"The Legislative Council of the Crown Colony of Hongkong has been discussing the Bill for the Abolition of Mui Tsai, upon the evils of which we have commented, and it has seemed necessary to the Council to resort to the Chinese method of face-saving. The Governor said that the Bill must pass, and that he had definite instructions from the Secretary of State, the representative of the British Government, and the British people, to allow no compromise. He admitted also that to the Western mind the system of Mui Tsai was highly difficult to distinguish from slavery. Having made these admissions he went on to say that he dissociated himself entirely from the venomous attacks of people at home. But the criticism of the system of Mui Tsai came first from English men and women who, if they happened then to be at home, had been resident in Hongkong, had seen the system in operation, and had observed its evil effects. There was no 'venomous attack' only, so far as we are aware, a clear setting of the facts before Englishmen who were unaware of things which were being done under the cover of Crown Colony law. When the facts were understood the system was recognized as wholly contrary to the spirit of British administration, and it was condemned. The Governor, in fact, has openly criticized the Imperial Parliament and the Secretary of State for the Colonies, and his position seems to us to be delicate. But that matters little; what is of importance is that the system is to be abolished."

The *Methodist Times* in a comment says:—

"Opinions differed as to the accuracy of the adverse characterisations of the working of the system, but the Government was compelled to admit that to the Western mind it was highly difficult to distinguish between 'Mui Tsai' and slavery. The Bill now becomes an Act, and the stain upon the British flag is removed. The *Methodist Times* was the first religious paper to call attention to this evil, and it is a matter of great satisfaction that the crusade has been carried to a triumphant issue."

"The desirability of a 2 p.m. storm warning is frequently questionable, and would more often be omitted but for the fact that the shipping community desire warnings at the shortest possible intervals. It is sometimes better to wait for the 6 a.m. observations than to issue a warning in the afternoon based on meagre data for 2 p.m. In the present instance, however, the estimated position at 2 p.m. appeared to be sufficiently accurate to justify the warning issued at 4.10 p.m. on the 1st."

Conclusion.—The erroneous direction (north) signalled at 4.10 p.m. on August 1st, was due to the absence of observations from Aparri, which usually breaks down before the wind reaches a gale. The error made by Zikawei in estimating the position of the centre of the typhoon at 2 p.m. on August 1st was as great as that made by Hongkong, but happened to be in a fortunate direction, while the error made by Hongkong was in an unfortunate direction."

SUGGESTED IMPROVEMENTS IN THE STORM WARNING SERVICE.

Mr. Claxton's report concludes with the following paragraph:—

"To improve the Hongkong Storm warning service we require:—

(1) Improved telegraphic communication between N. Luzon and Manila.
(2) Wireless stations at (a.) Batan Island (Between the Bashi and Balingtaw Channels); (b.) Pratras; (c.) Paracels; (d.) Hoilow; and (e.) Yu Lin Kan (Hainan); (f.) Chilang Point; (g.) Wuchow; (h.) Kweilin.

(3) Wireless observations from every vessel within call of Hongkong, in accordance with the instructions contained in Government Notification 452 of 12th March, 1921.

(4) Discipline among Radio Operators.

It is not possible to obtain observations by cable from additional stations, but additional observations from existing stations might be obtained by paying the Cable Company half rates.

Two additional observations daily from 20 stations would cost about \$10,000 a year.

As regards the present system of compiling weather reports, it is the same at Hongkong as at Manila and Zikawei. I feel confident that Echer Free would be the first to disclaim any superiority for Zikawei over Hongkong or Manila. Sometimes one is the more accurate and sometimes another. A captain of one of the leading lines trading with the Far East recently expressed the opinion that the Hongkong storm warnings were the most satisfactory of any he had utilised."

AVAILABILITY OF SICEAWAI WARNINGS.

Emphasis was laid, in further discussions, on the desirability of Siceawei warnings being available in Hongkong and of the last one received being broadcast at the same time as Hongkong warnings. On December 13th the Chamber wrote to the Government expressing the opinion that "the reply of the Director of the Royal Observatory confirms the belief that the present system of collating weather reports and broadcasting warnings is far from satisfactory, may even at times be a menace to the safety and prosperity of this Colony, and is inadequate as an aid to navigation."

It is indicated in a final note to the Annual Report that the subject is still under discussion between the Chamber and the Government.

LUSITANO CLUB SPORTS.

16TH ANNUAL ATHLETIC MEETING.

The Portuguese community turned out in strong numbers at Happy Valley yesterday afternoon to witness the 16th annual athletic meeting of the Lusitano Recreation Club, which was held on the Race Course, kindly lent for the occasion by the Jockey Club. The meeting was a very successful one, the racing being of a high standard. The principal race of the day, the 220 yards flat race for the championship of the Colony, was won by A. Rahmin, with R. Omag second. Rahmin covered the distance in 23 and three-fifths seconds, which is the best time for this event since 1910, when Lee, Cpl. Andrews did the distance in a fifth of a second less, the record for the Lusitano Club Sports. A quarter-of-a-mile flat race, open to members of the Portuguese community, was won by A. Gosano; whilst F. Rodrigues for the second year in succession won the one hundred yards championship race. His time was the same as last year, ten and three fifths seconds. V. C. Bell, who is achieving much fame this year in local sporting events, carried off the half mile handicap race open to European soldiers and sailors and police. The one mile team race drew two entries only, the United Athletic Club and St. Joseph's. St. Joseph's took the lead and held it until their third man took up the running, when the U.A.C. came to the front and won easily. Great interest was taken in the tug-of-war, between teams drawn from Kowloon and Hongkong. Kowloon won amidst much excitement by two pulls to one.

At the conclusion of the sports Mrs. Silva Netto presented the prize to the successful competitors, after Mr. Barretto had addressed the spectators. He described the sports as the most successful they had held for years.

Mrs. Silva Netto was the recipient of a bouquet of flowers in a silver holder, which was presented to her by Mr. Barretto.

The proceedings closed with cheers for Mrs. Silva Netto, after which the King's Band, which had played delightful music throughout the afternoon, struck up the Portuguese National Anthem and the British National Anthem.

The following are the results of the various races:—

Boys' Race, 220 yards (Handicap).—1. R. Santos; 2. J. Luz. Time: 28secs.
180 yards Flat Race.—1. V. Alves; 2. H. Alves. Time: 12.2-secs.

Bicycle Race, 1 mile (Handicap).—1. M. Remedios (scr.); 2. J. A. V. Soares (scr.). Time: 3mins. 17.1-secs.

440 yards Flat Race: Challenge Cup. (Presented by Mr. A. F. B. Silva Netto).—1. A. Gosano; 2. L. Carvalho. Time: 50secs.

Boys' Race, 120 yards (Handicap). Open to boys under 10 years of age.—1. J. C. Sequeira; 2. C. Victor.

Egg and Spoon Race, 100 yards.—1. John Maher; 2. J. E. Soares.

100 yards Championship Race. (Scratch Event).—1. F. Rodrigues; 2. B. Alves. Time: 10.3-secs.

Girls' Race, 100 yards (Handicap). Open to girls under 10 years of age.—1. Marie Alves; 2. Millie Chue.

440 yards Flat Race (Handicap).—1. B. Assumpcao (15 yards); 2. A. A. Remedios (15 yards).

Boys and Girls' Race, 60 yards (Handicap).—Boys: 1. R. Silva; 2. R. Crestejo. Girls: 1. Ange Alves; 2. H. Castilho.

Bicycle Race, 2 miles (Handicap).—1. C. M. Xavier (160 yards); 2. F. J. Wilkinson (70 yards). Time: 6mins. 32secs.

Flat Race, 220 yards (Handicap).—1. B. Alves; 2. H. Alves.

220 yards Flat Race: Championship of the Colony.—1. A. Rahmin; 2. D. R. Omar. Time: 23.3-secs.

Sack Race, 50 yards.—1. B. Assumpcao; 2. F. A. Loureiro.

Girls' Race, 120 yards (Handicap).—1. L. Chue; 2. B. Barros.

Half mile Flat Race (Handicap).—1. L. A. Carvalho (10 yards); 2. F. Rodrigues (10 yards); 3. L. S. da Silva (50 yards). Time: 5mins. 13.2-secs.

Flat Race, 1 mile (Handicap). Open to European Sailors, Soldiers and Police.—1. V. C. Bell; 2. C. Comp. Dobbin. Time: 5mins. 12.2-secs.

Ladies' Nomination Race.—1. C. E. Rosa Pereira; 2. M. F. Houghton.

One mile Relay Race. (Open to the Colony).—1. United Athletic Club (B. A. Hyder, G. A. Hyder, G. Club and Mackenzie); 2. St. Joseph's.

One mile Relay Race for Mattoiro Challenge Cup.—1. A. E. Carvalho; 2. A. Gosano; 3. B. Marques. Time: 7mins. 20secs.

Colossation Race, 100 yards.—1. M. P. Remedios.

Indian Polo Race.—1. P.C. 35; 2. P.C. 21 & P.C. 45.

Tug-of-War.—Kowloon v. Hongkong.—Kowloon beat Hongkong by two pulls to one.

The Officials were:—
Patrons.—H.E. Sir Reginald Edward Stubbs, K.C.M.G., and His Lordship Bishop D. Pozzoni.

Hon. President.—Senhor Antonio Luis Cerveira de Albuquerque e Castro, Consul-General for Portugal.

Hon. Vice-President.—Mr. P. V. Botelho, Vice-Consul for Portugal.

President.—Mr. J. C. Barretto.

Hon. Secretary.—Mr. M. F. Baptista.

Hon. Treasurer.—Mr. F. L. Silva.

Athletic Sub-Committee.—Messrs. A. J. V. Ribeiro, C. M. S. Alves, A. O. Rozario, F. L. Silva and M. F. Baptista.

Judged.—Messrs. A. F. B. Silva Netto, M. A. Figueiredo, A. C. Botelho, E. V. Botelho, E. V. M. B. Alves and A. G. da Rocha.

Referee.—Mr. A. A. Alves.

Starters.—Messrs. A. E. S. Alves and A. J. V. Ribeiro.

Time-keepers.—Messrs. C. M. S. Alves and M. P. Remedios.

Clerk of the Course.—Messrs. L. G. Cordeiro and M. B. Britto.

Stewards.—Messrs. A. M. L. Soares, Leo d'Almada e Castro, H. A. Castro, M. A. dos Remedios, F. M. P. de Graca, G. J. Siqueira, A. D. Barreto, J. M. Alves, J. M. de C. Basto, E. J. de Figueiredo and Prof. E. Danenberg.

Wm. Powell & Co.
TELEPHONE C. 3146.

GENTLEMEN'S TAILORS AND BREECHES MAKERS.

We have just received a new consignment
of
HIGH-CLASS
SUMMER SUITINGS
IN
SUBSTANTIAL LIGHT-WEIGHT MATERIALS
INCLUDING:
SMART LINENS, COTTONS AND SILKS.
FANCY CASHMEREES,
WORSTEDS, FLANNELS, SERGES,
etc., etc.

"TAIPO" CLOTH This is a new fabric and the
Ideal cloth for **SUMMER WEAR.**

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer
"PERSEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at the disposal of the consignees at their risk and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 3rd April.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th April, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 31st April, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st April, 1923. [649]

DISS BROS.

NOTICE IS HEREBY GIVEN that I have THIS DAY Sold to MACKINTOSH & CO., LTD. the Stock-in-Trade and Goodwill of the Business hitherto carried on by me under the style of DISS BROS., at Alexandra Building, Victoria, Hongkong, Tailors.
All Claims and Accounts unsettled up to this Date will be paid and discharged by me.
Dated the 2nd day of April, 1923.
A. C. DISS.
[643]

MACKINTOSH & CO., LTD.

NOTICE IS HEREBY GIVEN that We have FROM THE DATE hereof Acquired the Stock-in-Trade and Goodwill of the Business hitherto carried on by ARTHUR C. DISS under the style of "DISS BROS." at Alexandra Building, Victoria, Hongkong, Tailors; and We intend to carry on such Business in our Tailoring Department.
All Claims and Accounts unsettled up to this Date will be paid and discharged by the said ARTHUR C. DISS.
Dated the 2nd day of April, 1923.
MACKINTOSH & CO., LTD.
F. A. MACKINTOSH,
Managing Director.
[644]

THE HONGKONG JOCKEY CLUB.

THE FIRST GYMKHANA MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 7th April, commencing 3 p.m.
The Charge for Admission to the Public Enclosure will be \$1.00.
Soldiers and Sailors Uniform Half Price.
Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.
Each Member has the right of introducing 2 non-members to the Members' Enclosure, Tickets for whom can be obtained from the Secretary at \$5.00 each up to Friday, 6th April. The Stewards invite the ladies of Hongkong to be present.
[635]

S.S. "LIEUTENANT ST. LOUBERT BIE."

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from LONDON & ANTWERP in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Friday, the 6th April, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 9th April, 1923, or they will not be recognized.
All damaged packages will be examined on Friday, the 6th April, at 10 a.m., by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
R. RODENFUSER,
Actg. Agent.
Hongkong, 31st March, 1923. [646]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
FROM NEW YORK

CONSIGNEES per Company's Steamer "BELLROPHON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at the disposal of the consignees at their risk and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 31st March.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 6th April, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 30th April, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 31st March, 1923. [645]

INTIMATIONS

G. R.
NOTICE.

IT IS HEREBY NOTIFIED that on and after WEDNESDAY, the 4th APRIL, THE SUPPLY OF WATER TO ALL DISTRICTS IN KOWLOON will be turned on in the PUBLIC MAINS during the following hours only—
8 A.M. to 11 A.M.
and
4 P.M. to 8 P.M.

The co-operation of the Public in reducing the consumption to a minimum is requested.
T. L. PERKINS,
Water Authority.
Public Works Department,
Hongkong, 29th March, 1923. [641]

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD. beg to announce that Departments for the Sale of FRESH FISH, FRUITS AND VEGETABLES will be opened at the PEAK HOTEL STORE on TUESDAY, 3rd APRIL, from which date the following may be procured—
Bread, Cakes, &c., Messrs. CAPE WISEMAN, Provisional, &c., Messrs. LANE CRAFTON, LTD., Dairy Products, THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

Butcher Meats.....
Fresh Fish.....
Fruits and Vegetables.....
Ice.....

Ice obtained at this Store will be charged at the rate of 1½ cents per lb. other prices remain as usual.
It is hoped that all residents of the Peak Districts will avail themselves of this Store.
Hongkong, 27th March, 1923. [621]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
on
WEDNESDAY, the 11th APRIL, 1923, commencing at 3 P.M.,
at their Sales Room, Duddell Street.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery capable of producing 100,000 (One hundred thousand) pieces 20-cent (Twenty cent) coins or 200,000 (Two hundred thousand) pieces 10-cent (Ten cent) coins per working day of 10 hours.
(Further particulars and inspection orders may be obtained from Messrs. GILMAN & CO., Ltd., or the Undersigned.)
Terms—30% of Purchase Money to be paid on Fall of Hammer. Balance to be paid within two weeks of day of sale.
LAMBERT BROTHERS,
Auctioneers.
[528]

PARTICULARS

of
VALUABLE LEASEHOLD PROPERTY
Situate
No. 13, WING KING STREET,
VICTORIA, HONGKONG.
To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION,
IN ONE LOT
On
MONDAY,
The 14th Day of May, 1923, at 3 o'clock P.M.
By
Messrs. LAMBERT BROTHERS
At Their Office, Duddell Street.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the meagres erections or buildings thereon now known as No. 13, Wing King Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 76 years from the 15th day of May, 1918, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.
Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Vaux Road Central,
and
Messrs. LAMBERT BROTHERS
Auctioneers.
[1597]

TO LET.

FROM about APRIL 1st, Two OFFICES
Rental and One Small ROOM. Moderate
Rental.
Apply Box No 611,
c/o Daily Press Office.
[607]

TO LET.

OFFICES IN UNION BUILDING—Four
Rooms on Fifth Floor.
Apply
UNION INSURANCE SOCIETY
OF CANTON, LTD.
[169]

TO LET.

TWO OFFICE ROOMS, Top Floor, 6
Queen's Road Central.
Apply
GANDE, PRICE & CO., LTD.
[200]

TO LET.

UNFURNISHED, No. 144A, THE PEAK near the Barker Road Tram Station—8 Rooms for 6 Months, \$150 Per Month.
For particulars apply to
DENISON RAM & GIBBS.
9th February, 1923. [355]

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "SM" WORKS, Bechoo-square (H.P.), Calcutta (India). [106]

NOTICES TO CONSIGNEES

"OLEN" LINE, LIMITED.
NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM, PORT SAID, SUEZ AND STRAITS.

THE M.V. "GLENARIFF"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 3rd April, 1923, at 4 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 3rd April, 1923, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 20 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.,
Hongkong, 26th March, 1923. [627]

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE S.S. "SLAVIC PRINCE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 3rd April, 1923, at 10 a.m.
All claims must be presented within 15 days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 3rd April will be subject to rent.
Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by FURNES (FAR EAST), LTD.,
St. George's Building,
Hongkong, 26th March, 1923. [615]

S.S. "PAUL LECAT."

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Marseilles, &c., also Cargo ex S.S. "VILLE DA METZ" from Bordeaux and Havre, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 3rd April, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 8th April, or they will not be recognized.
All damaged packages will be examined on Tuesday, the 3rd April, 1923, at 10 a.m., by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
R. RODENFUSER,
Acting Agent.
Hongkong, 26th March, 1923. [639]

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER

BY

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags.

PRICE... .. \$1.75.

On Sale at

Hongkong: "DAILY PRESS" Office,
Messrs. KELLY & WALSH, LTD.
Canton: Messrs. BARNES & Co.,
Messrs. A. S. WATSON & Co.

KRYPTOK LENSES

are the most perfect double focus glasses for both reading and distant. In the ordinary bifocal lens, the segment or part for reading is cemented to the distant lens, raising the segment above the surface of the main lens. The segment and the line of union are always more or less noticeable. In Kryptok lens, no cement is used, but the reading segment floats in a groove of any prescription in the main lens, while the whole lens is ground smooth on both sides to the desired focus. Kryptok lenses of any prescription in either regular or Toric form, are manufactured by the Hongkong Optical Co., successors to Clark & Co., Optical Prescription Specialists, located in 53, Queen's Road Central—ADVT.

INTIMATION

JOHN DEWAR
& SONS, LTD.
PERTH, SCOTLAND.

By Royal Appointment
to His Majesty
The King.

"WHITE LABEL"
FINEST
SCOTCH WHISKY
OF GREAT AGE.

AWARDED 50 GOLD AND
PRIZE MEDALS.

THE VICTORIA VAT
The very finest old
SCOTCH WHISKY.

As supplied to the Houses of
Lords and Commons.

SOLE AGENTS—

A. S. WATSON &
CO., LTD.

Wine & Spirit Merchants.

PHONE 616

BIRTH.

ROBINSON.—At Sharnbrook, Essex, on February 23rd, wife of G. A. ROBINSON, late of Hongkong, a son.

MARRIAGE.

ROLE—ANNUALLY.—On March 28th, at the British Consulate and afterwards at Christ Church, Sharnbrook, Canton, CLAUDE HAMILTON, only son of Mr. and Mrs. P. H. ROLE, of Shanghai to LAURETTE NATHALIE ZELLE, youngest daughter of the late JOSEPH ANNUALLY, M.D., of Nice, France.

DEATHS.

INGRAM.—At Shanghai, Margaret, relict of the late Capt. George INGRAM and eldest beloved daughter of William Quincy, Aged 47.
SKOTTOW.—At Adelaide, on February 19th, ARTHUR BELLENGER SKOTTOW, of E.E.A. and O. Telegraph Co., Ltd., in his 56th year.

HONGKONG OFFICE: 104, DES VAUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 3RD, 1923.

THE BRITISH TAXPAYER AND MESOPOTAMIA.

There was an interesting debate in the House of Commons recently on the subject of Great Britain's commitments in Mesopotamia. In the military operations in Mesopotamia during the war as many as 839,000 troops were at one time involved in the fulfilment of a pledge to free the country from Ottoman domination and to set up an autonomous Arab State. That pledge has been carried out, but it has come as a shock to the British taxpayer to learn that in three years since the Armistice no less than £147,000,000 has been spent there, and the Estimates provide for another £11,176,000 to be spent there during the ensuing year. Mr. Asquith declared in the course of the debate that "a worse investment of British money has in our time never been made," and instead of the promised reductions of expenditure the House had been asked to vote a supplementary estimate for railways and other works "which looked like preparations for a continued stay." Mr. Asquith contended, as did several other speakers,

that the British Government, having fulfilled the pledge it gave, ought not to undertake any additional commitments of any sort or kind for the future of Mesopotamia. It would be a profound satisfaction to the House and the country, Mr. Asquith said, if the Government were to give the assurance that this enterprise was being wound up once for all, and that their policy in future would be—he disavowed advocating anything in the nature of premature or ill-considered retirement—upon the lines of cutting us completely clear of all our obligations and responsibilities in that part of the world. But the debate failed to extract a declaration of policy from the Government. Mr. BONAR LAW took the line that the future of Mesopotamia, so far as Great Britain is concerned, is linked with the treaty with Turkey negotiated at Lausanne, and, as the decision of Angora with respect to that treaty was not then known, the PREMIER considered it would be injudicious for the Government to disclose its intentions. The fate of that Treaty still remains in the balance, though from the outline given in the cables to-day of the counter-proposals made by the Allies to Turkey, it may reasonably be hoped that Turkey's signature to the Treaty will not be long delayed. Mr. BONAR LAW's statement on the subject is said to have left an "impression" on the House that at an early date Great Britain's commitments in Mesopotamia would come to an end. Mr. BONAR LAW said the Government had an open mind on the subject, and were "carefully considering" it. "We have got to consider," he said, "before we come to a decision what the obligations are, and not in what way, with the least discredit to Great Britain, it is possible to take our departure." One thing Mr. BONAR LAW did was to definitely repudiate the charge that the interest which keeps a British Army in Mesopotamia is an oil interest. "There is no question of oil, and never has been," he said. "The obligations that bind us are the obligations to the people in that country." The PREMIER's declarations would seem to point to the conclusion that "if these obligations are seen to be adequately protected by the final form of the Lausanne Treaty the Government will be prepared to gradually wind up the Mesopotamia enterprise, or at least, to greatly reduce its extent. In this connection it is to be observed that the Treaty made with King FEISAL binds Great Britain for twenty years and commits us to provide an armed force for the defence of Mesopotamia. That Treaty, however, has yet to be ratified by the House of Commons. The fact that Mr. LAMBERT's amendment calling for an immediate drastic curtailment of British responsibilities in Mesopotamia found 167 supporters in the House after such a plea as Mr. BONAR LAW made for its withdrawal suggests that greater support for it is likely to be found after the Lausanne Treaty has been signed, when the Treaty with King FEISAL will come up for ratification.

Colonel Gordon, C.M.G., D.S.O., the new Commandant of the Shanghai Volunteer Corps, assumed duty last week.
Mr. Katsunaburo Sasaki, Third Secretary to the Japanese Embassy in London, has been appointed Consul at Ansoy, and will leave London shortly for his new post.
The Canadian Government has granted permission to the Canadian Marconi Co., to establish a wireless station at Vancouver with a range of seven thousand miles for the purpose of maintaining communication between Australia, Japan and Montreal.
In order to incur positive inoculation against typhoid and para-typhoid, the Philippine Health Service is requesting persons who have been vaccinated with anti-typhoid serum to take two more vaccinations. It says that one injection does not afford strong resistance against the diseases.
The Easter holiday in Hongkong has been favoured with exceptionally fine weather—very different from what it was this time last year when H.R.H. the Prince of Wales visited the Colony. The large tourist party on the Samaria must not find themselves particularly fortunate not to find the Peak enveloped in mist and to find the atmosphere dry, if warm. But the absence of rain is evidently beginning to cause the Water Authority anxiety. Since October not more than an inch of rain has fallen in the Colony.

"Ocean Building." Holt's new offices at Singapore was formally opened last week. It is described as an imposing five-story structure, and as "the handsomest building in the town." The Straits Times says: "It is in keeping with the ramifications and traditions of the great British shipping firm, to whose enterprise its construction in this city is due. It is also a sign of the faith that Messrs. Alfred Holt & Co., repose in Eastern trade, and finally it stands as a compliment that the firm has paid to this city." The building was designed by Mr. Somers H. Ellis.

CORRESPONDENCE
THE HOUSING PROBLEM.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—The Housing Problem in Hongkong is, I submit, not so much a problem of sites and finance as of organisation. Any scheme which aims at making individuals the owners of their houses is bound to bring only a temporary relief. Even if a hundred families are settled comfortably on an estate and each comes to own the house it occupies, chance and the ebb and flow of population peculiar to Hongkong will cause those houses to come on the market. Owners will be tempted by a high dollar or a high price, or by the need for a quick sale, to part with their houses to undesirable neighbours, or speculative landlords, and the whole trouble will recur.
At Ealing and elsewhere the housing problem has been met by forming a Co-operative Housing Society (not to be confused with the ordinary Building Society). There, half-a-dozen people in need of houses met and agreed to co-operate in building, and in owning, their houses. This Government provided them with cheap capital, and they remain to-day a pretty little suburb with a very happy social life and an extraordinarily strong financial position. These tenant-members will never own their houses individually, but why should they wish to do so? They are, in their joint capacity, their own landlords. They pay rent to themselves as a society, and when they have repaid the loan they can take their choice between still lower rents, higher dividends, or a reserve fund for future expansion.

Here in Hongkong people need houses to rent at a figure which will be permanently reasonable; and they want to be sure that their neighbours will be and continue to be of like tastes with themselves. By forming themselves into such a society they can secure themselves for ever against profiteering in rents and can control absolutely the type of tenant-member with whom they will associate. In case any of your readers are interested I give from memory a brief account of the formation of one of them in England as it was managed before 1914.

STEPS IN THE FORMATION OF A CO-OPERATIVE HOUSING SOCIETY.

- 1.—A small group of acquaintances meet and elect a Secretary and other officers.
- 2.—These seek for suitable additional members.
- 3.—Rules are drafted on a model supplied by the Registrar of Friendly Societies, with suitable local variations.
- 4.—These rules are submitted to the Registrar, who states whether he objects to any of them.
- 5.—If there is no objection, the Society is registered and the rules become binding.
- 6.—Members commence to subscribe share capital in small instalments.
- 7.—Loan Capital at a fixed rate of interest is sought from other Societies, or from employers interested in the housing of their employees.
- 8.—The Government is approached for a loan under certain Acts.
- 9.—Plans are drawn up, the tenant-members, their wives and the architect consulting.
- 10.—These plans are approved by the Board of Works.
- 11.—On approval, the Government loan is made available in instalments as the work proceeds.
- 12.—The houses are allotted to members, who commence to pay rents to their committee and officers.

THE MOST IMPORTANT PROVISIONS OF THE RULES RELATE TO CAPITAL.

SHARE CAPITAL.—Every member has to own a minimum of shares, usually generally small and payable in monthly instalments. Share capital is not freely transferable; the consent of the Committee is required.

LOAN CAPITAL.—Central associations or others interested in housing take up Loan Capital. The rate used to be 5 per cent. on such capital. These shares do not carry voting power, but are freely transferable.

GOVERNMENT LOAN.—This is made at a very low rate of interest and is repaid in the course of thirty or forty years. It is secured on the whole of the Society's property.

As in all co-operative Societies, every member has one vote and only one. Irrespective of his holding of shares. When a member wishes to leave the locality, he transfers his share capital to the Incoming tenant, if the Committee approves. If not, he can convert his share capital into loan capital and keep or transfer that as he sees fit. In this way his mobility is assured.

I do not know whether the war has materially altered these conditions, but further information is easily obtainable. If people would form themselves into co-operative groups on these lines and approach the Government I have no doubt they would be sympathetically treated both as to finance and sites.—I am, Yours faithfully,
W. J. H.

March 29th, 1923.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]WIRELESS WORLD CHAIN.
HUGE MARCONI SCHEME FOR
COMMERCIAL PURPOSES.

London, April 1st.
Mr. Godfrey C. Isaacs (Managing Director of Marconi's Wireless Telegraph Co., Ltd.) stated that he is only awaiting the issue of a licence by the Government to begin immediately the erection, in England, of the first of a series of powerful Marconi transmitting stations, forming a world chain for purposes of rapid commercial wireless.

The telegraph station will really be a group of six stations, involving a capital expenditure of from two to three millions sterling. Each of the six stations will be able to communicate simultaneously with six different parts of the world. Yet, if there is a rush of messages to any one centre, any or all the remaining stations can be turned on to relieve the pressure. This is expected to be most valuable commercially, as the geographical distribution of the big centres will be such that their rush hours will not occur simultaneously. The six stations, it is estimated, will have a total minimum transmitting capacity of 35,000 to 40,000 words per hour.

The English station will be ultimately linked up with ten other stations, to be situated in South Africa, Australia, Montreal, Vancouver, India, Buenos Aires, Rio de Janeiro, Pernambuco, Peking and Tokio. It is hoped that the English station will operate within a year.

A WONDER DIRIGIBLE.
CAPABLE OF CARRYING TWELVE
AEROPLANES.

New York, April 1st.
A wonder dirigible is expected to be ready in September. It will be capable of carrying twelve aeroplanes, which it can release for bombing excursions, and collect again by means of huge hooks. The dirigible will be inflated with helium gas, and will thus be fireproof.

INDIAN MILL STRIKE
OWING TO REDUCTION IN
WAGES.

Bombay, April 1st.
A majority of the 55,000 mill-hands employed at Ahmedabad have struck, owing to a reduction in wages. A long struggle is expected.

WELSH INDUSTRIAL TROUBLE
RHONDDA MINERS OUT ON
STRIKE.

London, April 1st.
Forty-six thousand miners at Rhondda are striking to-day on a non-unionist question.

THE RUHR.
GERMAN CHANCELLOR EXPRESSES
HIS HORROR.

Berlin, April 1st.
Following the incident at Krupp's, Herr Ebert has telegraphed to the proprietor and management of Krupp's, expressing horror at the "monstrous blood-bath" which the French military authorities wrought among the peaceful and defenceless workmen.

The Chancellor also telegraphed, emphasising that the workmen were protesting peacefully.

BARRER CABLES.
FOUR KRUPPS MANAGERS
ARRESTED.

Paris, April 1st.
A message from Dueseldorf states that four of Krupp's managers have been arrested and charged with inciting the workers to sound the sirens at Essen yesterday.

COMMUNISTS AT ROUBAIX.
SERIOUS CONFLICT WITH THE
POLICE.

Roubaix, April 1st.
Thirty were injured in an encounter between the police and Communists. The latter were attempting to interrupt a Franco-Belgian trade union meeting addressed by M. Vandervelde.

MOTOR ACCIDENT IN
FRANCE.
JAPANESE PRINCE KILLED.

Bernay, April 1st.
A motor-car on the Paris-Bernay road, containing Prince Kitashirakawa, (brother-in-law of the Emperor of Japan), Prince Asuka, Princess Kitashirakawa, and a lady-in-waiting, struck a tree near Bernay. Prince Kitashirakawa and the chauffeur were killed, and the others seriously hurt, and sent into hospital at Bernay.

PARTICULARS OF THE ACCIDENT.

Paris, April 1st.
Le Matin's account of the motor accident says that Prince Kitashirakawa had taken the steering wheel, with the chauffeur beside him. The others were seated behind. Two kilometres from the bridge spanning the river at Phiberville, the chauffeur, looking at the speedometer, announced that the car was speeding at the rate of 120 kilometres an hour. Just then another car appeared in front, going in the same direction, when the Prince, without slackening speed, turned the steering wheel to the left, probably too shortly, and lost control of the heavy car, which crashed into one of the stout trees bordering the road. The bonnet of the car was shattered, and the car turned turtle, pinning the occupants beneath it.

The Parisian who occupied the other machine stopped, and hurried to the scene of the accident. Other cars were soon on the spot, and the victims were extricated.

The French lady-in-waiting is merely suffering from a fracture of the right knee, but the chauffeur was killed on the spot.

Prince Kitashirakawa, whose face was terribly mutilated, had his legs broken in several places, and died within a few minutes.

Princess Kitashirakawa is unconscious, with a deep wound in the head and her left leg broken. She is in a most critical condition.

Prince Asuka sustained several wounds on the face, also a fractured jaw and a broken thigh.

The Japanese Ambassador has telegraphed the news to the Emperor of Japan.

THE ALLIES' REPLY TO
TURKEY.
RESUMPTION OF NEGOTIATIONS
SUGGESTED.

London, April 1st.
The Allied reply to the Turkish counter-proposals suggests a prompt resumption of the negotiations begun at Lausanne and accepts in principle the proposal to re-draft the clauses relating to the Capitulations with a view to securing recognition by Turkey of the benefit of reciprocity as far as practicable. It refuses Turkey's request to remove the economic clauses from the Treaty, but expresses the opinion that agreement on this point could be reached by mutual concessions.

The reply declares that the Allies have invited their nationals who acquired interests in Turkey to enter into negotiations directly with the Turkish Government. In the event of these negotiations resulting successfully, the Allies will not insist on the insertion in the Treaty of their previous detailed provisions regarding this matter. They express the conviction that with equal good will on both sides, peace can be concluded without difficulty.

The death has taken place at Teignmouth, Devon, of the widow of Sir John Pope-Hennessy, who was Governor of Hongkong in the late seventies of last century. The deceased was the daughter of the late Sir Hugh Low, and was born at Labuan seventy-two years ago. She had one son by Sir John Pope-Hennessy.

Reports on medical inspection of pupils in the schools of Manila show that of 53,000 children examined during the period from January 1st to December 31st, 1922, 34,260 or 64 per cent. of the total number, were found suffering from bodily defects of various sorts, the most common being eye infections, tinea, dental caries, defective hearing, bronchitis and tuberculosis.

As times goes on, remarks a Northern contemporary, Chinese birthday celebrations become more and more interesting. The latest birthday to call for note is that of Marshal Tuan Chi-wei who declined to accept any presents on the occasion. Marshal Tuan, as it happens, is at present devoting his time to a study of Buddhism, and to mark the occasion he gave a vegetarian dinner to which, in addition to his friends, he invited a number of Buddhist priests.

A London contemporary remarks (as we ourselves have done) that it is curious whenever the British Naval Command-in-Chief on the China Station is mentioned, he is always referred to as Vice-Admiral. Sir Arthur Leveson, Sir Arthur is a full Admiral, having reached that rank just before he took over the Station from Sir Alex. Duff, who was himself a full Admiral. It may be that tradition carries on from the fact that through a long line of Commanders-in-Chief on the China Station they were always Vice-Admirals.

The King held an investiture at Buckingham Palace on February 22nd, and amongst those upon whom honours were conferred was Sir Ernest Gaunt, who was made a Knight Commander of the Most Excellent Order of the British Empire, Military Division. Sir Ernest joined the Navy in 1878. Amongst the many important positions which he has held is that of First Commissioner for Weihai-Wei. He was first Administrator of Liu-kung-tao from 1893 to 1899. He was also Commissioner and Superintendent of Transport Officer at Weihai-Wei. He received the thanks of the Austrian and German Commanders-in-Chief for his services during the Boxer outbreak.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

WU PEI FU'S SUPPORTERS GAINING
GROUND.

Peking, April 1st.
It is semi-officially stated that General Shen Hung Ying has wired to General Wu Pei Fu requesting the latter to ask the Government to cancel his appointment as Tuli of Kwangtung.

It is reported from Soochuan that General Wu Pei Fu's supporters are still gaining ground. One brigade of General Tan Mou Hsin's troops was surrounded, and defeated, and eventually dispersed at Chukianghsien.

One of General Liu Chen Han's brigades has been defeated at Laiyang. The casualties in these two brigades are reported to be 300 killed and 1,000 wounded.

A later report says that the defeated generals sent reinforcements, and re-established their fronts.

BANQUE INDUSTRIELLE
DE CHINE
PROVISION FOR CREDITORS.

M. G. A. Carrere, formerly manager of the Chinese branches of the Banque Russo-Asiatique and later with the Guaranty Trust Company of New York, has been appointed manager of the Societe de Gerance, a limited liability company formed on October 3rd, 1922, under French Law and entirely distinct from the Banque Industrielle de Chine. M. Carrere is now in Singapore and has furnished The Singapore Free Press, with a long statement from which we extract the following:—

FAR EASTERN CREDITORS ARE FAVOURED.

The Law does not allow the B. I. de C. to give a preferential treatment to certain creditors and the scheme outlined above has been made accordingly. But the French Government for national reasons and the Chinese Government, shareholders of the B. I. de C. have expressed their willingness to grant special advantages to the Far Eastern creditors of the B. I. de C. The definition of these Far Eastern creditors is very wide and includes all the Singapore ordinary creditors. The French Government has agreed accordingly to assign to such Far Eastern creditors, all its rights in certain annuities in gold which the Chinese Government has to make on account of the Boxer indemnity. These rights will be represented by U.S. bonds issued to bearer, and redeemable within 23 years. These bonds bearing interest at the rate of 5 per cent. per annum beginning January, 1923.

The Far Eastern creditors will have the option of surrendering their "Dividend Certificates in France" bearing no interest, and receiving in exchange a corresponding amount of U.S. bonds bearing interest at 5 per cent. Such exchange is to be made at the rate of 1 U.S. for Frs. 12.925 ruling on July 26th, 1921.

For instance, a Singapore creditor for \$1,100, admitted for Frs. 522.50; will have the option of claiming U.S. bonds for a face value of U.S. 40.42.

The appreciation of the 2nd. since 1921 is responsible for the difference between above figure of U.S. 40.42 and the present rate of U.S. 55.50.

Of course, the delivery of U.S. bonds to creditors will settle entirely all their claims against the B. I. de C. such claims being automatically transferred to the French Government, who will dispose of the same in conformity with special arrangements made with the Chinese Government.

M. Carrere adds that, at the request of the Chinese Government, a group of French Banks has agreed to purchase at par from the small creditors, the bonds which they are entitled to receive. He cannot say at present up to what amount these creditors will be included in the "small creditors," but in any case the limit will not be under Frs. 1,000.

NEW PENANG-COLOMBO
CABLE.

The laying of the new cable between Colombo and Penang has now been completed, reports the Penang Gazette of March 18th. The cable is a high speed one, similar in type to the cable which was laid to Penang some 10 years ago, and contains 630 lbs. of copper to the knot. The Colombo, which, by the way, is the largest cable laying ship afloat, put to sea from Colombo at 1 p.m. on March 2nd, and arrived at her marks off Penang about 3 days later, after laying approximately 1,270 miles of cable at a speed slightly under 7 knots. The cable at the deepest point is lying in three miles of water. It is the second direct cable connecting Penang with Colombo.

Besides the new cable, there are extensive alterations and additions in the course of preparation in Penang all tending to improve the cable connection with the outside world. New and up to date instrument rooms and offices are being added to the buildings of the Eastern Extension Telegraph Co., in Northern Road, and a subterranean cable is being laid out towards Tanjong Bungah, for use in connection with the new improvements. These will take some little time to complete as they have only recently been commenced. On their completion, Penang will have a cable service which in proportion to the demands made upon it, will be equal to any. The Colombo has departed for London.

THE "SAMARIA" TOURISTS.
A FIVE DAYS' STAY IN
HONGKONG.

[THROUGH REUTER'S AGENCY.]

WU PEI FU'S SUPPORTERS GAINING
GROUND.

The Cunard liner Samaria, a sister ship to the Cunarder Laconia, arrived in the Harbour from Manila yesterday morning with nearly 380 tourists aboard travelling round the World under the guidance of Messrs. Thos. Cook and Son. The Samaria is probably the last of the great tourist ships to come to the Colony before the next cool season. The Laconia, it will be remembered, left New York, and came round the World via Japan and Shanghai, proceeding to Europe through the Suez Canal and the Mediterranean. The Samaria on the other hand, left New York and is proceeding round the World in the opposite direction. As a result the two vessels passed each other just outside of Bombay, to the accompaniment of a good deal of cheering from both ships.

The Samaria is berthed at the Kowloon wharves, and it is interesting to compare her with the Empress of Canada lying on the other side of the same pier. The last named boat with her three buff funnels and 28,000 gross tonnage looks no larger than the Samaria with her one huge red funnel and gross tonnage of 20,000. The Samaria's upper works are considerably higher than those of the Empress of Canada, and the Cunard liner herself is almost as long.

From the passengers' point of view the Cunarder is almost the last word in comfort. The membership of the cruise has been strictly limited to 400 passengers, in spite of the fact that she is capable of carrying 2,000. This enables two berth cabins to be used as single cabins, and four berths to be used as double cabins, so that there is no overcrowding. The recreational arrangements are remarkably complete, and a stroll around the vessel renders the idea of "the tedium of a long sea voyage" farcical. Lectures on the different ports are given the night before arrival, concerts are held, and the usual round of social pleasures are carried out with enthusiasm. The weather too, has been perfect all the way out with the exception of the night before arrival in Hongkong.

Very nasty seas were struck just outside, and for the first time during the whole trip the vessel rolled and a certain comcomony was effected in the catering department.

The Samaria is one of the largest vessels to pass through the Suez Canal. She leaves Hongkong on Friday night.

MOTOR CYCLIST INJURED.
COLLIDES WITH 'BUS IN NATHAN
ROAD.

Second-Class Petty Officer E. Ball, of the H.M.S. Iroquois, was seriously injured as the result of a collision between public motor-bus, No. 330, and motor-cycle, No. 70 which he was riding. The collision occurred at 6 p.m. on Saturday at the junction of Nathan Road and Market Street, Yaumati. The two vehicles were travelling in opposite directions when the cyclist accidentally swerved and ran into the "bus. He was thrown violently to the ground fortunately clear of the wheels of the "bus. The unfortunate man was removed to the Kwong Wah Hospital where first aid was rendered by Dr. Ip Kam-wah. In addition to a deep wound on the right thigh, Ball's right bone was broken. Later in the evening he was removed to the Naval Hospital at Wan-chai.

AN ACCIDENT AT WANCHAI.
A Chinese widow named Chon Kim of
No. 31, McGregor Street, was knocked
down by motor-car No. 56, near the Wan-
chai Fire Station on Saturday afternoon.

The woman was injured about the legs and had to be removed to the Government Civil Hospital. The motor-car is owned by Mr. C. H. Rowe, of No. 33, Des Voeux Road. Central and was driven by a licensed driver.

JAPANESE GUNBOAT LAUNCH-
ED AT HANKOW.
FOR RIVER PATROL PURPOSES.

The Japanese gunboat Hira was launched this morning. The Hira is one of two sister ships built by the Mitsubishi Zosen Kaisha and put together by the Yangtze Engineering and Shipbuilding Works. The vessel is intended for river patrol purposes. The dimensions of the ship are 180 feet and 37 feet.

This is the first gunboat built by Chinese labour for a foreign Power.

The launching took place in the presence of a very large number of foreign and Chinese officials. The Japanese Vice-Consul officiating.

WORLD THEATRE.
Commencing to-morrow (Wednesday),
the "Atlantide," a superb film in twelve
parts, will be shown on the screen of the
World Theatre. It is a marvellous pic-
ture of the Queen of the Atlantic.

The Queen of the Atlantic, is playing the part of "Antina, the Mysterious," the Queen of an impenetrable fortress in the middle of the great Sahara desert. Two French officers are lured to her wonder-palace, and one of them falls under her spell. In his weakness he kills his friend, who spurned Antina's love. It is a strange and unusual story, and with a strange and most unusual end. In short, it is a masterpiece that should not be missed.

WEEK-END FIRES.

MANY GRASS FIRES.

The week-end was noteworthy for the large number of grass fires which occurred in various parts of the Colony, principally on the Island of Hongkong. The largest of these occurred between Victoria Gap and the Pokfulam Police Station. The blaze commenced on Saturday and spread rapidly, destroying a number of young trees on the hillside. Police and coolies were sent out from No. 7 Police Station (Western Division) to cope with the conflagration. The flames covered an extensive area and considerable difficulty was experienced in getting them under control.

In this connection a report has been made to the police by a gentleman that he saw two British soldiers setting fire to the undergrowth close to the roadside, near Pokfulam.

Grass fires were also reported to have occurred on the hills to the east of Aberdeen on the hills above Shauiwan, and on the islands of Apichau and Cheung Chau.

BLAZE AT YAU MATI.
A timber shed at the junction of Canton
and Jordan Roads, Yaumati, caught fire
on Saturday afternoon. Engines from
the Kowloon Fire Station were sent to
the scene. Owing to the inflammable
nature of the roofing material, dried
palm leaves, assisted by a strong wind the
flames spread rapidly. The two fire-
boats were sent for and these took up positions
against the sea wall at the bottom of
Jordan Road and hoses were run along
Jordan Road from the sea-front to the
blazing shed. The Brigade was unable
to save the shed and its contents, but
they prevented the blaze spreading to
adjoining property. The contents of the
shed, comprising a large quantity of pro-
cessed ginger, were seriously damaged by
fire and water. A quantity of timber
stored outside the shed was destroyed. A
conservative estimate of the damage done
has been given as \$10,000.
JUNK PIRACY.
A TWO HOURS' BATTLE: FOUR
PERSONS KILLED.

The piracy of a Shauiwan junk has been reported to the police. The master of the junk tells a thrilling tale of the fight that ensued between the pirates and the crew of his vessel. Rifle shots were exchanged at fairly close quarters which resulted in two of the pirates being killed, whilst the steersman of the cargo junk and a little girl were killed.

The junk was on its way from Kap Shau at Canton with a valuable cargo on board. About fifteen miles on March 25th they sighted a three-masted Hoko junk, making in their direction. The crew challenged the stranger and in reply a fusillade of shots were fired, which clearly showed that its intention was piracy.

The Hoko was hoisted and a running fight ensued which lasted about two hours, the members of the crew of the cargo junk being well supplied with arms and ammunition. The pirates numbered about 60 and during the fight a little girl aged 13 years and the steersman were shot dead. A woman was also wounded in the shoulder. Seeing that it was hopeless to escape from the pirates the master of the cargo boat decided to surrender and he allowed the pirate junk to draw alongside and about 40 men, all armed to the teeth, jumped on board. They ransacked the boat, and removed the cargo, personal effects and the arms of the crew. The pirates sailed away in the direction of the Fan Lo Kong after throwing the bodies of the steersman and the little girl overboard. The loss sustained by the cargo boat is estimated at \$3,000.

The bodies of two of the pirates were noticed lying dead on the deck of the Hoko boat, whilst she was lying alongside the cargo boat.

THE KOWLOON POISONING
CASE.
BOWLING GREEN GARDENER
CHARGED WITH MAN-
SLAUGHTER.

After several formal remands the case was opened at the Magistrate's yesterday morning in which a Chinese, lately employed at the Kowloon Bowling Green as a gardener, is charged before Mr. J. R. Wood with having caused the death of a young Chinese prostitute by giving to her certain pills, which are alleged to have contained poison.

Dr. W. B. A. Moore, Medical Officer in charge of Kowloon, said that on March 17th he made a post mortem examination of the body of the deceased girl. He had previously seen the girl at the Kwong Wah Hospital several times, between the 10th and the 16th March. He advised Dr. Ip Kam-wah, in charge of the Kwong Wah Hospital, as to treatment. He came to the conclusion that the girl was suffering from mercurial poisoning. At the post mortem examination he had certain organs removed from the body, and these he sent to the Government analyst.

On the analyst's report he certified the cause of death to have been from mercurial poisoning. When he examined the girl in hospital on March 10th symptoms of the poisoning were acute, and if the girl had taken several doses recently, Mercury taken internally was a recognizable remedy for the ailment from which the girl was suffering, but it was usually administered with a mixture of chalk.

Witnesses at first of the opinion that the girl would recover.

Corroborative evidence was given by Dr. Ip Kam-wah, who said that the woman was admitted to hospital on March 10th. She died on the morning of March 16th. On the advice of Dr. Moore he treated her for mercurial poisoning.

The case was then adjourned to Thursday afternoon.

"THE MINERS' POET."

HIS MAIDEN SPEECH IN
THE COMMONS.

In the midst of a somewhat dull and very confused discussion on unemployment and reparations on the League of Nations in the House of Commons on February 15th, there suddenly intervened the voice of a poet. The Speaker had called on Mr. James Welsh, and a tall, slight figure remained standing at the call. He began his maiden speech nervously, but after the first few sentences he took courage, and went on to charm the House of Commons with the most poetical speech it has heard for many a long year. And who has better right to speak poetically than a poet? Mr. Welsh is a miners' agent, but he enjoys the fame in Lanarkshire of being "The Miners' Poet," as well as being the author of a lurid, powerful novel describing life in a mining village.

Lord Eustace Percy had just said that the attitude of the Labour party often reminded him of the man in Bunyan "who looked ever downward with a muckrake in his hand." To which Mr. Welsh replied that his party was twitted sometimes with muck materialism and sometimes with having its "head" in the clouds.

For his part he accepted both descriptions. Labour was occupied both with material things and with ideals, and it had to improve the material side of the workers' existence that their souls might have a chance to break their prison and live free. The political side of Mr. Welsh's speech calls for no comment; but what must have struck every listener was the fineness of the temper and the tolerance of the pose, the fervour with which he expressed his awe and wonderment at the vision which he had seen of the glory of the world, and his longing that others of his class should learn to see the same vision, dream the same dreams and sing the same stately songs.

Mr. Welsh spoke in simple language, with touches here and there of extraordinary metaphor, as when he almost tremulously thanked the other side, viz., the capitalist class, for giving his class free education and so opening the doors to them of the knowledge which is power. But not of power alone to Mr. Welsh, for he spoke of wandering through the gates of another and an enchanted world in the company of Shelley, Burns, and Shakespeare, whom he named as though he had found them out for himself and lived with them in such intimacy that something of their speech had passed into his own, and touched his lips with the live coal from the altar.

A POIGNANT CONTRAST.
The most moving passage which gushed forth in a sort of lyrical flood, was that in which he described his rapture at the sheer beauty of the spectacle in the House of Lords at the ceremonial opening. He had never thought he said, that so much beauty of colour and form could be gathered together into so small a space; it seemed to him as if he had strayed into some Aladdin's Cave. Evidently he had feasted his eyes on the riotous blaze of the robes and gems and jewels till he must have forgotten altogether for the moment that he was there looking on, not as a poet, but as the Labour M.P. for Cambridge, North Lanarkshire.

Then he told the House by way of contrast of one of his earliest memories in a single-roomed house, where the beds were but two holes in the walls, and in the one lay a miner writhing in pain from an accident at his work, and in the other the body of a dead child, which at night was placed on the table so that the living might have the bed. Similar poignant contrasts have been made before by Labour members, but never so effectively as this, for there was no rage of furious envy or resentment against the brilliance of the spectacle, and no itching to pull down that others may be raised up.

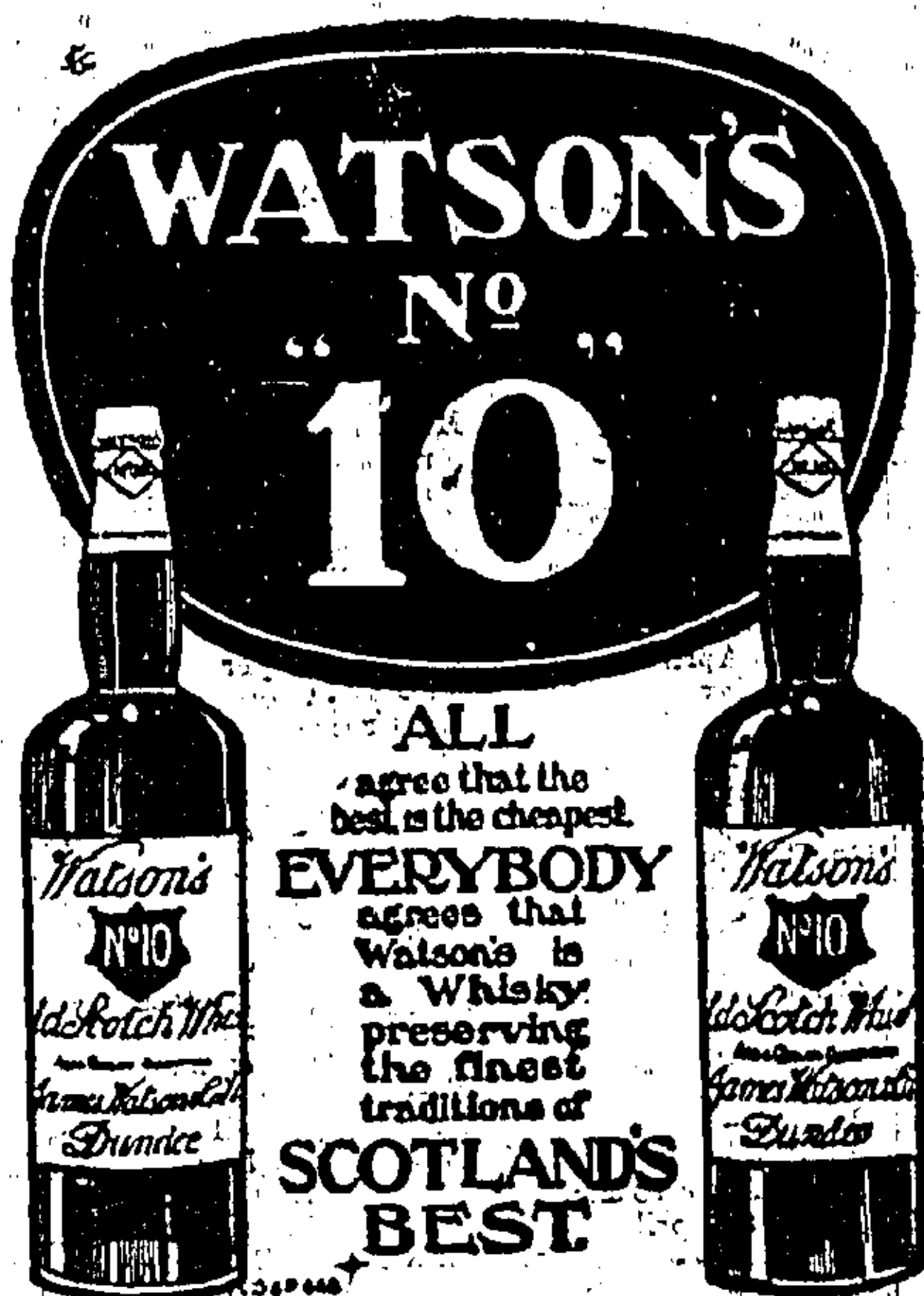
Some of Mr. Welsh's colleagues did not seem to appreciate his serenity of temper. While he was talking of the beauty in the House of Lords, one of them had the almost incredible vulgarity to break into the passage with the sneering word, "Painted." But it only drew from Mr. Welsh the rebuke that, painted or not, there was "nothing that came from the hand of God more beautiful than a well-formed man or woman;" and when the sneering voice continued, "So different from the other side now," he simply said, "There is beauty in all of us," and so passed on. "A poet! He hath put his heart to school," and learned lessons of which the House of Commons will gladly hear him speak.—Daily Telegraph.

THE FLAG-SHIP "HAWKINS".
The London correspondent of the
Singapore Free Press writes:—

The light cruiser, Hawkins, flagship of the Commander-in-Chief of the China Station, is to be recommissioned for further service in the same capacity on that station. It may be recalled that some very bold experiments were made in the lower dock arrangements of the Hawkins, with regard to messing and accommodation, with the view towards making life much pleasanter there without disturbing discipline. The experiments have in every way justified themselves, and the commission of the Hawkins, now expiring—it is her maiden one—has been very successful and pleasant.

The new crew for the Hawkins will be sent out to Singapore by troopship by the end of March, the flag-ship being due in her routine to be in "The Gateway of the East" as Singapore is well named at that time.

The estate of the late Mr. George Cadbury has been sworn at £1,011,000.

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*Carl Legien	9,000 tons	about 6th April
Havenstein	12,350 tons	about beginning of May
*Adolf von Bayer	9,000 tons	about beginning of June
Hindenburg	12,350 tons	about beginning of July
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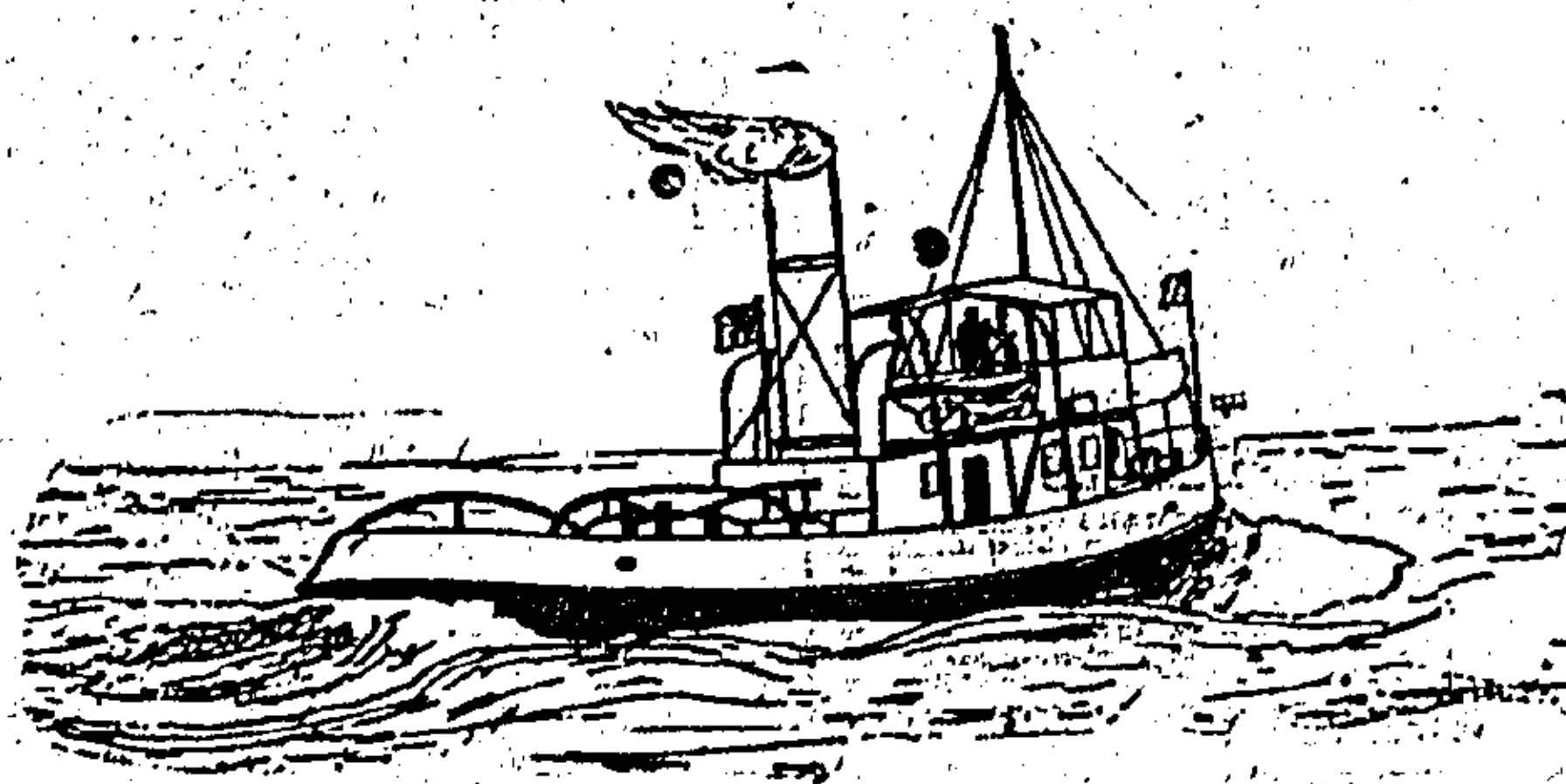
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BRITAIN AND GERMANY.
SIR SIDNEY LOW'S CRITICISM.Sir Sidney Low, the eminent authority on Constitutional History, recently contributed the following article to the *Daily Mail*—

The *Daily Mail* has appropriately recalled attention to the statements by Mr. Lloyd George in 1921, in which the policy of occupying the Ruhr area in the event of Germany's continued default, is emphatically asserted to be remembered, however, that the late British Government had already gone much further than this. It had, in conjunction with its Allies, delivered an ultimatum in which it stated that it "would proceed to the occupation of the valley of the Ruhr," unless the German Government carried out without reserve or condition its obligations as defined by the Reparation Commission.

This ultimatum was issued on May 5th, 1921. The German Government, after a defiant refusal, "climbed down" before the six days of grace had expired, and agreed to fulfil the demands of the Allied Powers. Had it not done so, the British Government would have been bound, on May 13th, 1921, "to proceed forthwith with such preliminary measures as may be required for the occupation of the Ruhr Valley by the Allied Forces."

This statement was signed by the representatives of France, Belgium, Italy, and Japan; and by Mr. Lloyd George for Great Britain.

In the view, therefore, of the late Cabinet the Ruhr "sanction" should have been—and would have been—applied to a recalcitrant Germany in May, 1921.

Moreover, it now appears that in the view of our present Cabinet the same sanction might, and should, be applied in or about May, 1923.

This rather startling point emerges from a passage in Mr. Bonar Law's speech in the House of Commons at the beginning of the session.

It was commonly understood that the proposal, which Mr. Bonar Law wished to bring forward at the abortive Paris Conference, contemplated a moratorium, extending to as much as four years, for the German debtor; at the end of which term, if that debtor had not shown himself able or willing to discharge his liabilities, Great Britain would be prepared to join in applying military pressure, including the occupation of further German territory.

This was taken to imply that eventually we might take part in a Ruhr advance, but not till four years had elapsed.

Mr. Bonar Law now tells us that this was not what he meant. He would have been willing to agree to enforce military and territorial sanctions in six months, unless in the interim Germany had made a real and effective effort to stabilise her currency and restore her credit.

As Germany has been persistently engaged in debasing her currency, and wrecking her international credit, for four years there is not the smallest prospect that she would rehabilitate either in six months. So then, in the summer of this year, Mr. Bonar Law would be ready to join France in moving troops into the Ruhr Valley, just as Mr. Lloyd George was ready two years ago, the condition precedent in either case being the refusal of Germany to discharge her obligations.

That condition has been amply fulfilled. Can we blame the French if they say: "We are taking those steps which you no less than ourselves, were prepared to take forthwith in May, 1921, and which your present Prime Minister tells us would be justifiable in circumstances quite certain to occur, during the present year. Well, we take them now—that is all there is to it."

The Allied claim, which our Government was preparing to enforce in May 1921 by the occupation of the Ruhr Valley, for that sum is altogether beyond Germany's capacity to pay, and that it must be reduced by at least two-thirds, if not three-quarters. Such, it is affirmed, is the present conclusion of the financial experts.

But the figure mentioned was that fixed by the Committee of Experts in May, 1921, as the amount which Germany was capable of providing over a term of forty-two years. If the experts were right in their calculations, then, they must be wrong now, for the national wealth of Germany has not decreased in the interval, though her national credit (which is a very different matter) has gone to pieces.

Nobody, I suppose, imagines that the full six thousand six hundred millions will ever be recovered from Germany. Yet that figure is fourteen hundred millions less than the amount of our own national debt. Germany has about twenty-five millions more inhabitants than Great Britain; her area is more than twice as large; except in coal, she has greater natural resources; she has more land, more timber, more cattle and sheep and pigs, more iron ore, zinc, potash; her industries are buoyant, and she has no unemployed. If the smaller and naturally poorer country can endure a debt of eight thousand millions, I do not see why the larger and more populous nation should be "crushed" by a debt of six thousand millions.

The original Reparations Agreement of January, 1921, revised and reduced three months later, arranged that the German debt to the Allies should be liquidated by annuities spread over 42 years. These annuities were to begin at 100 million sterling (two thousand million gold marks) for the first two years, increasing progressively to 150 million, 200 million, and finally to 300 million sterling (six thousand million gold marks) annually.

Now, even if Germany handed over this last sum it would involve a payment of well under 25 pence per head for the German population. We in England and Scotland (for you cannot count Ireland in) are finding, for interest and sinking fund on our National Debt, something like 250 pence per head.

If the German taxpayer were contributing to revenue only half as much as the Englishman, the whole sum due under the Reparations Agreement would be paid off in ten years. He has now been asked to do anything of the sort. He has been required (and on paper has agreed) to furnish annual instalments which he could raise without taking upon himself more than one quarter of the individual load which Englishmen and Scotsmen carry as annual interest on their debt.

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SAIGON	"MAUSANG" Friday	6th Apr. 5 p.m.
BANGKOK via SWATOW	"HANGSANG" Tuesday	10th Apr. Noon
SHANGHAI via SWATOW	"TUNGSHING" Wednesday	11th Apr. Noon
STRAITS & CALOUTTA	"FOORSANG" Saturday	14th Apr. 3 p.m.
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KOBE	"HOSANG" Friday	20th Apr. Noon
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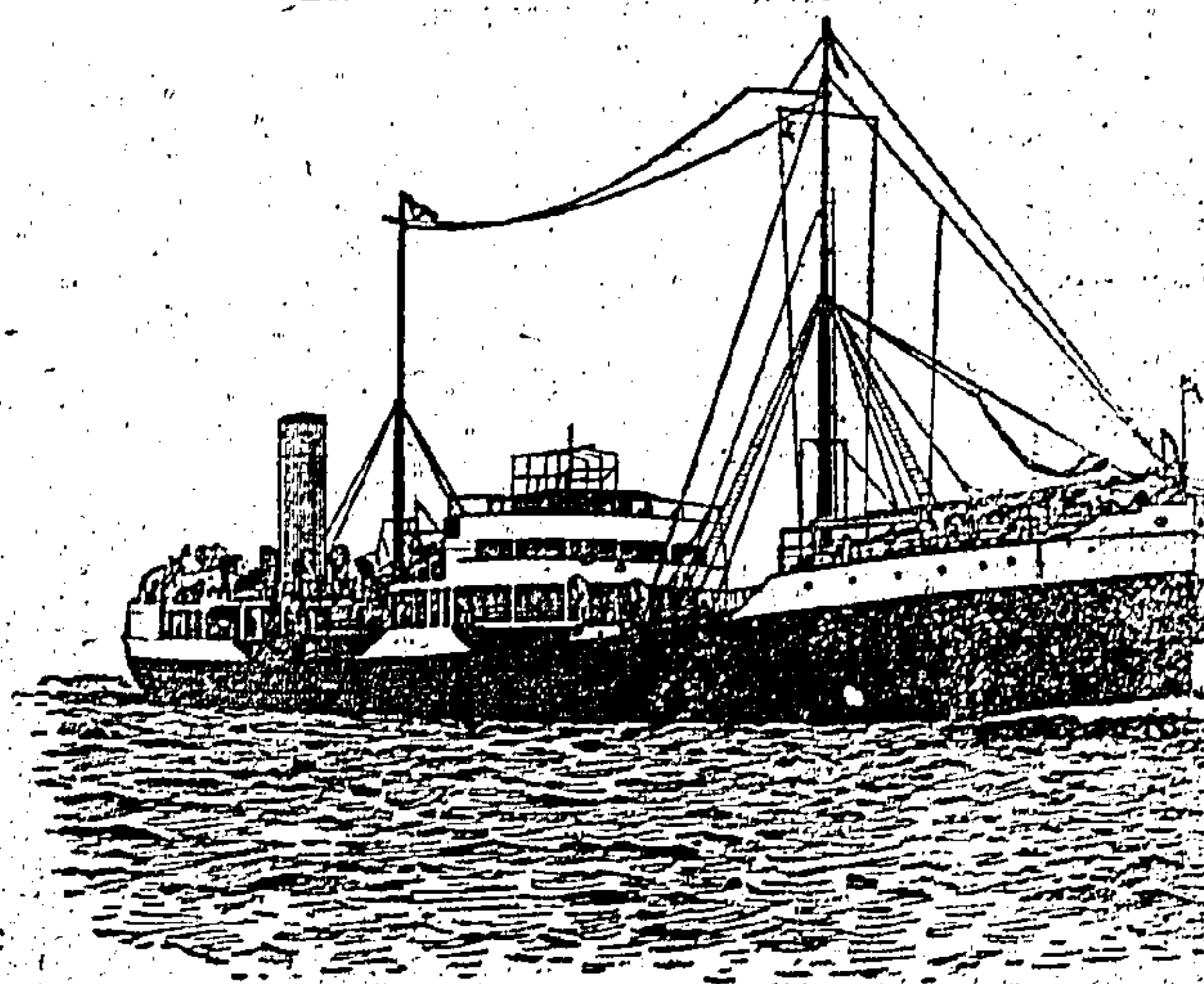
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REISS & CO., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pre. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ARMAND BEHIC ...	23rd Feb.	29th March	17th April
PAUL LEON ...	9th March	10th April	1st May
ANDRE LEBON ...	23rd March	24th April	15th May
NABOISE ...	6th April	8th May	29th May
CORDILLERE ...			12th June

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ... 210. 0s. 0d. B Class (1st Class) ... 110. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"C. M. MAILHOL" loading for PORT SAID, VALENCIA, BORDEAUX.

HAVRE, ANTWERP & DUNKIRK, about middle April.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSHIP—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ...	Capt. J. S. Thomson	Tuesday, 3rd Apr. at 1 p.m.
HAIPHONG ...	Capt. W. C. Pasmore	Friday, 6th Apr. at 1 p.m.
HAIPHONG ...	Capt. J. S. Walker	Tuesday, 10th Apr. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Elsie Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

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No. 14, PEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destinations
"DONGOLA" ...	8,900	4th Apr.	Marseilles, London & Antwerp.
"NAGPORE" ...	8,283	7th Apr.	Spore, Penang, Colombo & Bombay
"NANKIN" ...	7,000	18th Apr.	Marseilles, London & Antwerp.
"RIOTIA" ...	6,800	28th Apr.	Spore, Penang, Colombo & Bombay
"KARNATA" ...	9,000	2nd May	Marseilles, London & Antwerp.
"KIDDERPORE" ...	5,234	8th May	Spore, Penang & Bombay.
"KASHGAR" ...	8,000	16th May	Marseilles, London & Antwerp.
"SOUHAN" ...	7,000	18th May	Spore, Penang, Colombo & Bombay
"NYANZA" ...	7,000	30th May	Marseilles, London & Antwerp.
"SARDINIA" ...	6,680	13th June	do.
"DELTA" ...	8,097	27th June	Spore, Penang, Colombo & Bombay
"SICILIA" ...	6,813	28th June	Marseilles, London & Antwerp.
"MALWA" ...	10,941	11th July	do.
"DEVANHA" ...	8,092	25th July	Spore, Penang, Colombo & Bombay
"SOUHAN" ...	6,686	28th July	Marseilles, London & Antwerp.
"EHIVA" ...	9,017	8th Aug.	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA" ...	6,956	4th Apr., 10 a.m.	Calcutta via Singapore & Penang
"TANUS" ...	4,824	7th Apr.	Singapore, Penang & Calcutta.
"JAPAN" ...	6,000	12th Apr.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA" ...	6,000	7th Apr., 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections to Australia with the following: The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"KASHGAR" ...	8,940	8th Apr.	Shanghai, Moji, Kobe & Yokohama
"APALABAR" ...	4,600	10th Apr.	Japan Direct
"SICILIA" ...	6,772	16th Apr.	Shanghai only
"NYANZA" ...	7,023	22nd Apr.	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore, while awaiting the on carrying steamer.

First Cabin Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets.

Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Papers, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For **BOSTON**
and
NEW YORKS.S. "SLAVIC PRINCE" ... 3rd April.
S.S. "EASTERN PRINCE" ... 16th May.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED.

Telephone: Central 3168

Telegrams (Furness)

(Incorporated in Great Britain)

St. George's Building

O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION**

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES

Monthly direct service via Singapore and Port Said.

"PARIS MARU" (Taking Passengers) ... Saturday, 7th April

BUENOS AIRES-BIO DE JANEIRO, SANTOS, DURBAN &

CAPE TOWN via SINGAPORE & SINGAPORE. PASSENGER SERVICE

"SHUNKO MARU" ... Sunday, 1st May, 11 a.m.

"TACOMA MARU" ... Tuesday, 5th April

BOMBAY & COLOMBO-REG. 1st FORTNIGHTLY SERVICE via SINGAPORE.

"BURMA MARU" (Calling at Penang) ... Saturday, 21st April

SAIGON, HANOI & SINGAPORE—Regular monthly Passenger Service.

"HIMALAYA MARU" ... Tuesday, 3rd April

CALCUTTA—Monthly Service via Singapore, Penang & Rangoon.

"MALAY MARU" ... Thursday, 12th April

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Shanghai and

Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service

"ARABIA MARU" ... Saturday, 7th April

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—

Panama and Colon Ports

"HAYU MARU" ... Tuesday, 1st May

JAPAN PORTS—Kobe & Yokohama

"SHUNKO MARU" ... Sunday, 6th May

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAIYO MARU" ... Every Sunday, 10 a.m.

"AMAKURA MARU" ... Thursday, 12th April

TAKAO via SWATOW & AMOY

"EOSHU MARU" ... Thursday, 12th April

For sailing dates and further particulars please apply to—

K. SHIMA, Manager.

Tel. Central No. 4600.

G. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail	On	At
SWATOW & HANGKOK	"KALGAN"	On 3rd Apr.	4 p.m.	
AMOY, MANILA, CEBU & ILOILO	"TEAN"	On 4th Apr.	4 p.m.	
AMOY & SHANGHAI	"LIANGCHOW"	On 5th Apr.	D.L.	
SHANGHAI	"SUZYANG"	On 6th Apr.	10 a.m.	
HAIPHONG	"NANNING"	On 6th Apr.	Noon	
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 7th Apr.	D.L.	
SHANGHAI & TSINGTAO	"SOOCHOW"	On 7th Apr.	10 a.m.	
HOIHOW, FAKHOI & HAIPHONG	"YUNNAN"	On 7th Apr.	10 a.m.	
HOIHOW & HANGKOK	"LINAN"	On 8th Apr.	10 a.m.	
SWATOW, SHANGHAI & FUKOW	"LUCHOW"	On 8th Apr.	Noon	
SWATOW & SINGAPORE	"KWEIYANG"	On 8th Apr.	Noon	

Excellent Saloon accommodation, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Yokohama) Tuesdays and Saturdays (extending to all Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

CANTON: A PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

AUSTRALIAN ORIENTAL LINE

HONGKONG, PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports
"TAIWAN"	24th April	29th April

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried, and a Surgeon. Cargo handled through Wall Australia, New Zealand & Tasmania Ports.

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BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

Telephone: Central No. 28.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Elkridge" ...	Due Hongkong 10th Apr.
U.S.S. "West Chopaka" ...	Leave Hongkong 12th Apr.
U.S.S. "West Chopaka" ...	Due Hongkong 16th May.
U.S.S. "West Chopaka" ...	Leave Hongkong 11th May.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WHEELS

SAILING FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA AND SINGAPORE.

U.S.S. "West Chopaka" ...	Due Hongkong 11th April.
U.S.S. "West Chopaka" ...	Leave Hongkong 13th April.
U.S.S. "West Varolan" ...	Due Hongkong 30th April.
U.S.S. "West Varolan" ...	Leave Hongkong 1st May.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to—

STRUTHERS AND BARRY.

L. EVERETT, General Agent, 1st Floor, Queen's Building, Phone Central No. 808.

JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.

G. P. BRADFORD, Res. Agent.

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REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK & BOSTON via SUEZ

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FUMES having been re-opened for traffic, cargo is also accepted for this port on Through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE

"VENEZIA" ... sailing on or about 28th April.

FOR SHANGHAI.

"VENEZIA" ... sailing on or about 11th April.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

"DUMULI" ... sailing about 20th April.

"DUMULI" ... sailing about 6th May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

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